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CHICAGO'S
REPORT TO THE PEOPLE

177

CHICAGO'S
REPORT TO THE PEOPLE

1933-1946

CITY OF CHICAGO
March, 1947

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TO THE PEOPLE OF CHICAGO

When stockholders of a business corporation elect officers and directors to represent their interests, it is customary to require a periodical accounting in the form of a report. This book constitutes such an accounting, by elected and appointed officials of a public corporation, the City of Chicago. It was authorized by a resolution passed by the City Council, January 10, 1947 (Journal of the Proceedings of the City Council, p. 6844), as follows:

> "*Resolved,* the Mayor be and he hereby is requested to submit to the City Council a report of the activities of all the departments of the City government for the period ending December 31, 1946, for publication by the City."

Chicago's Report to the People complies with this authorization. Its contents are based on annual reports of the heads of departments, bureaus, commissions and agencies, which, in accordance with Section 25-25 of the *Municipal Code of Chicago,* must be submitted to the Mayor and the City Council by March 1 of each year. Supervising the task of editing this report has been the Research Division of the Law Department.

Because this is the last year of the present administration, which was inaugurated in 1933 with the election of Edward J. Kelly as Mayor, this book not only contains a report for 1946 but a résumé of annual reports for the past fourteen years, reflecting the achievements and progress of the city during that period.

Your Mayor and the heads of Chicago's administrative departments, who have cooperated in the preparation of this report, take pride in submitting their record to the people of Chicago. When they took office in 1933, they found the city on the verge of bankruptcy, its payrolls unmet, its securities unmarketable, its facilities run-down, many of its people unemployed, and despair widespread. They complete their tenure of office in the knowledge that the city is solvent, its bills paid on time, its credit second to none, its physical plant improved, its people prosperous, and confidence in Chicago's future unbounded.

Hundreds of American cities publish annual reports. In fact, this is a legal requirement of many states. In addition, New York and other large cities have issued notable special reports to their people.

To know your city is to be proud of it. This book presents that knowledge in easy-to-read form, profusely illustrated. It not only gives a graphic and factual picture of the giant strides that have been made in the past fourteen years, but a glimpse of Chicago Tomorrow and the careful plans that have been made for a still greater Chicago. Students of municipal government in our schools and colleges will undoubtedly find it valuable.

In addition to the city officials, department and bureau heads, members of commissions and agencies mentioned in this report, gratitude is expressed to the many unsung city employees whose loyalty and devotion to duty have helped to make this record of achievement possible.

March 1, 1947

THE EDITORS

Contents

ACHIEVEMENTS, 1933-1946 1-16
THE MAYOR 17-22
EX-OFFICIO RESPONSIBILITIES OF THE MAYOR 23-32
CHICAGO AT WAR 33-46
CHICAGO TOMORROW 47-52
CHICAGO PLAN COMMISSION 53-66
DEPARTMENT OF FINANCE 67-78
  CITY COLLECTOR. 78
DEPARTMENT OF LAW 79-88
POLICE DEPARTMENT 89-100
WEIGHTS AND MEASURES 101-102
STEAM BOILER INSPECTION 103-104
SMOKE INSPECTION 105-106
NOISE ABATEMENT 107-108
PUBLIC VEHICLE LICENSE COMMISSION . . 109-110
STREET TRAFFIC COMMISSION 111-114
HOUSE OF CORRECTION 115-118
FIRE DEPARTMENT 119-130
BOARD OF HEALTH 131-142
MUNICIPAL TUBERCULOSIS SANITARIUM . . 143-146
DEPARTMENT OF WELFARE 147-154
CHICAGO HOUSING AUTHORITY 155-166
HUMAN RELATIONS COMMISSION 167-174
SUBWAYS AND SUPERHIGHWAYS 175-190
  SUBWAYS 175
  SUPERHIGHWAYS. 187

CHICAGO TRANSIT AUTHORITY 191-196
AIRPORT DEVELOPMENTS 197-206
STREETS AND ELECTRICITY 207-218
  STREETS 207
  ELECTRICITY 211
DEPARTMENT OF BUILDINGS 219-226
  ZONING BOARD OF APPEALS 225
BOARDS OF EXAMINERS 227-228
DEPARTMENT OF PUBLIC WORKS 229-318
  CENTRAL PURCHASING 241
  ENGINEERING 245
    Operations 249
    Water Pipe Extension 253
    Water Purification 259
    Water Works Design 264
    Water Meters 267
    Construction 269
    Bridges and Viaducts 275
    Testing 281
  WATER BUREAU 285
  MAPS AND PLATS 288
  SEWERS 293
  PARKS, RECREATION AND AVIATION . . . 301
  RIVERS AND HARBORS 309
  SPECIAL IMPROVEMENTS 313
BOARD OF EDUCATION 319-334
CHICAGO PUBLIC LIBRARY 335-342
MUNICIPAL REFERENCE LIBRARY 343-346
CHICAGO RECREATION COMMISSION . . . 347-350
SPORTS ASSOCIATION 351-352
CHICAGO PARK DISTRICT 353-364
CITY OFFICIALS, DEC. 31, 1946 365-372

Mayor Edward J. Kelly presides at a meeting of the Chicago City Council.

14 YEARS OF GREAT ACHIEVEMENTS

under the administration of
Edward J. Kelly, Mayor of Chicago.

No fourteen years in Chicago's history can match in drama the period covered by this report. It begins with a world-wide depression, veterans selling apples on the streets, and a world's fair. It includes the preparedness period, when women left their homes to work in defense plants. It embraces the war years, with 500,000 youth marching off to war and 100,000 war workers and their families flowing into Chicago and its war plants. It ends with victory, postwar adjustment, inflation and GI's looking for homes. From postwar depression to postwar boom, the record runs.

Excepting only the great fire of 1871 and the World's Columbian Exposition of 1893, no comparable events in Chicago's history have imposed so many critical problems—financial, legal, engineering, human—on a city administration.

The administration of Mayor Edward J. Kelly commenced on April 13, 1933 in the depths of a world depression and during a reign of widespread crime and contempt for the law. Unemployed heads of families spent their days looking for jobs. Unpaid school teachers stormed the banks for their pay. Firemen, policemen and other city employees went without salaries for five months at a time.

By the end of 1933 the City of Chicago was staggering under a bonded debt of $133,000,000; a debt on unpaid salaries, tax anticipation warrants and current obligations of more than $100,000,000. Chicago's park boards defaulted on their bonds.

Banks refused to purchase Chicago bonds or tax anticipation warrants, and the climax came when suit was threatened to throw the municipality into bankruptcy.

Band shell in Grant Park, where "Under the Stars" concerts were begun in 1937.

As revenues dried up, public services failed. Streets and alleys went unpaved, garbage uncollected, the traction system deteriorated. Fire protection services suffered, and murder, burglary, automobile theft and robbery reached the highest point in the city's history. School children were forced to attend classes in crowded classrooms and wooden portable makeshifts.

Property values fell, blighted areas spread and, for the first time since Chicago was founded, people and business began moving out of the city. Not since the great fire of 1871 had the people of Chicago faced a more hopeless outlook.

The turning point came in 1933. One of the first steps of the new administration was to secure the necessary cooperation of state legislature, Federal government, private banks and investment houses. By securing local allocations of Federal public works, by securing Reconstruction Finance Corporation loans and by putting Chicago's financial house in order, the city government was able to put tens of thousands of citizens to work on needed municipal projects.

As part of a psychological attack on the depression, Mayor Kelly secured the retention of A Century of Progress for a second year and launched a series of city-wide and neighborhood promotional cam-

Old county school, razed in 1936. On the same site (below) . . .

paigns which helped to attract tens of thousands of visitors to Chicago, stimulate commerce, revive industry and re-instill a spirit of general optimism.

When war came to America, Chicago had regained its former position among the great metropolitan centers of the world and was ready to undertake its new role as builder of war materials; railroad, highway, waterway and airline shipper; training center for armed personnel, and warm-hearted host to the service men and women of the allied world.

With Mayor Kelly acting as local co-ordinator of the Chicago Metropolitan Area, Chicago established a Civilian Defense organiza-

New Dever elementary school, constructed in 1936.

Curve in Lake Shore Drive in Grant Park as it appears today.

tion which became a model for other OCD organizations throughout the land. In addition, Chicago met every patriotic demand with a full measure of service and devotion. Every war bond drive, appeal for Red Cross or other funds, call for blood, and recruiting campaign exceeded its quota.

The four Service Men's Centers operated by the Chicago Commission on National Defense, under the co-leadership of Mayor Kelly and his wife, entertained more than fifteen million service men and women and brought expressions of gratitude from every corner of the allied world. No other city in America could show a comparable program of hospitality.

Outstanding Achievements

The following pages outline what are perhaps the outstanding achievements of the City of Chicago since 1933.

Sound Credit. In the past fourteen years Chicago's credit has been placed on a sound basis, interest rates on city bonds reduced from 6 to 1½ per cent and on tax warrants from 6 to 1 1/8 per cent.

Salaries Paid. Unpaid salaries and current obligations left over from previous administrations and amounting to $22,500,000 have been paid off and the city placed on a cash basis.

Debt Reduced. The city's bonded debt has been rduced from $133,800,000 to approximately $30,000,000, or 76 per cent. Tax anticipation warrants have been reduced from $65,000,000 to $40,300,000, or more than 38 per cent. Chicago has been given one of the most economical administrations in the United States, with the lowest number of city employees per capita of any large city in the land, according to United States Census Bureau data.

Crime Cut. The blot of gangsterism, racketeering and crime has been erased from Chicago's shield. Murder has been cut over 32 per cent since 1933; robbery, 76 per cent, and other crimes in proportion. Automobile thefts were reduced from 26,660 in 1933 to less than 3,000 in 1946, or 88 per cent, and insurance rates lowered as a result. "Fixing" of traffic violations was stopped. All this was accomplished at the lowest per capita cost of any big city.

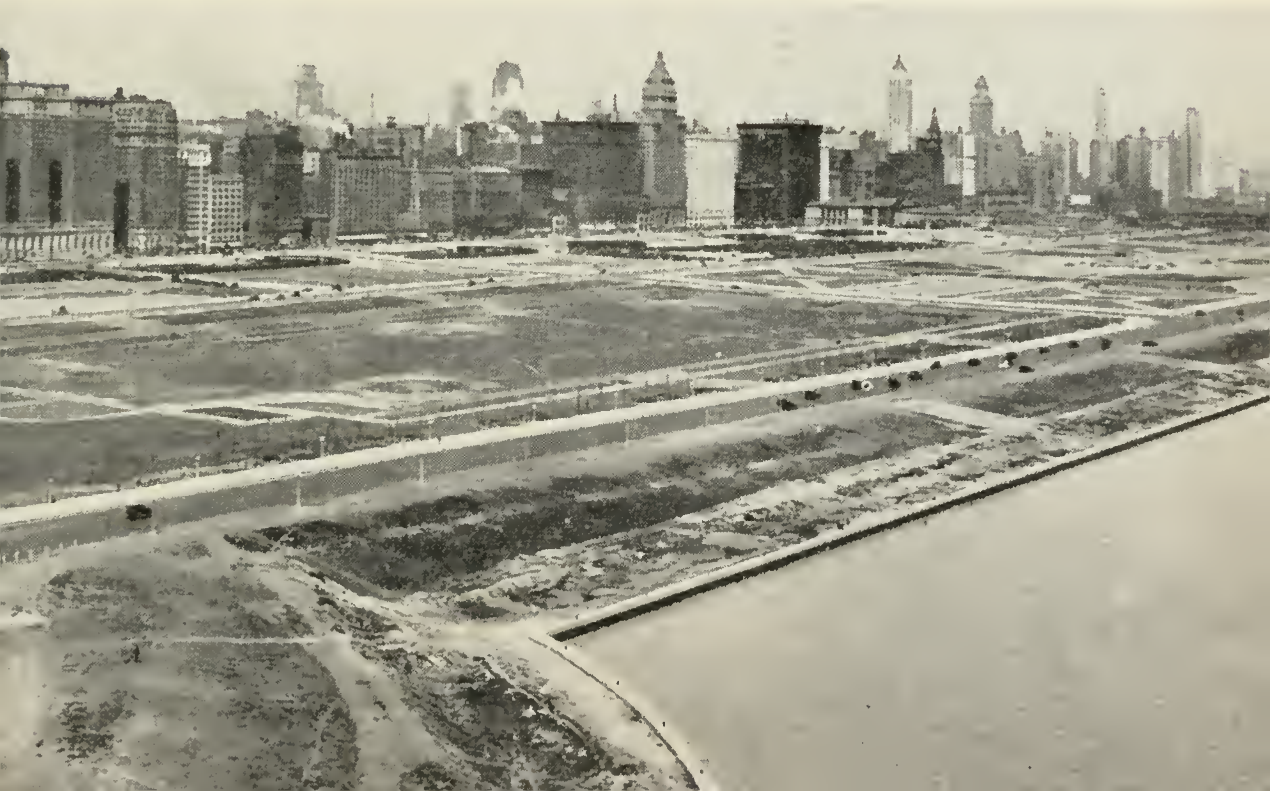
Low Fire Losses. Chicago's fire losses, which had reached $13,000,000 in 1927, fell to their lowest point in 1935. During the past fourteen years, they have been the lowest since the turn of the century. Insurance rates have been reduced accordingly and Chicago's fire fighting techniques adopted by other cities. All this, at the lowest per capita cost for fire protection of any large American city.

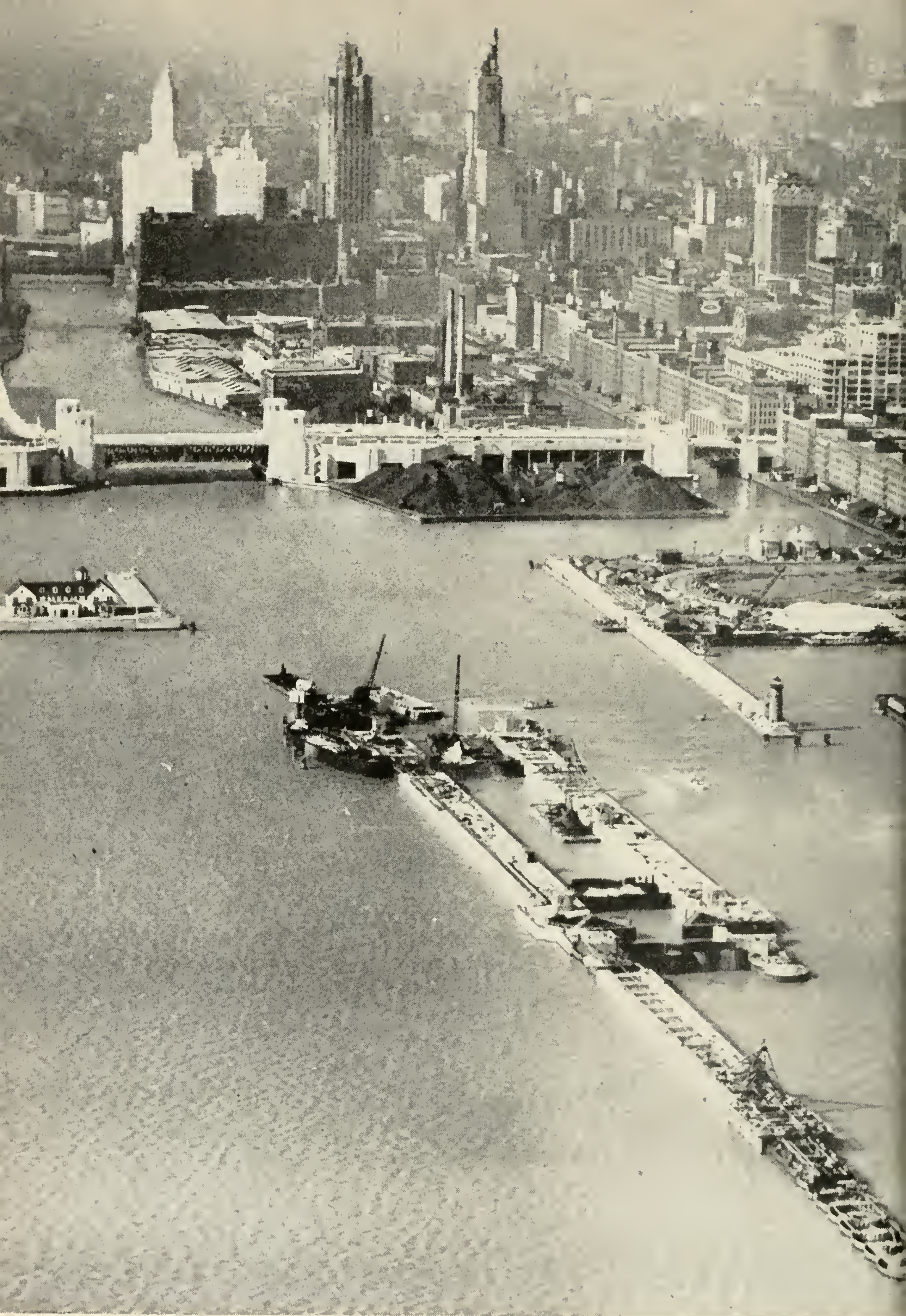
Health Protected. Since 1933, Chicago's public health services have reached a new peak of efficiency in terms of human lives and health. The infant death rate has been cut 58.8 per cent to the lowest point in the city's history. The maternal mortality rate has been cut 63 per cent.

Milk for Babies. Chicago has become the only city in the land to supply free mother's milk to babies at its breast-milk station. Home incubator service and incubator ambulance service have been inaugurated and the lives of prematurely born infants thus saved.

V. D. Center. Chicago has established the first large intensive treat-

This is the same scene as the one on the preceding page—minus the landscaping, roadbuilding and other improvements brought about during the administration of Mayor Kelly.





The outer link bridge (upper left) at the mouth of the Chicago River, as viewed from the east. In the foreground may be seen the Flood Control and Navigation locks, under construction in 1937.

ment center and venereal disease hospital in the country. Among the first million service men inducted, Chicago selectees had only half the average percentage of syphilis, and only one-fifth the average for other large cities.

Contagion Cut. Smallpox has been practically eliminated from Chicago by supplying free vaccine to physicians. By control of the city's milk and water supply the typhoid rate has been cut 82 per cent, and milk-borne epidemics ended. The tuberculosis death rate has been cut twenty per cent. Dental care has been given to approximately 160,000 without cost.

Teachers Paid. The record shows that under Mayor Kelly, payless pay days have been abolished for teachers and wooden portable schools for children. A $40,000,000 school building program has given Chicago school children nine new high schools, 30 new elementary schools, 14 new high school additions and 40 new elementary school additions. Two new Junior Colleges have been established, giving the city three in all. The two-year Normal College has been replaced by a four-year Teachers College with degrees upon graduation.

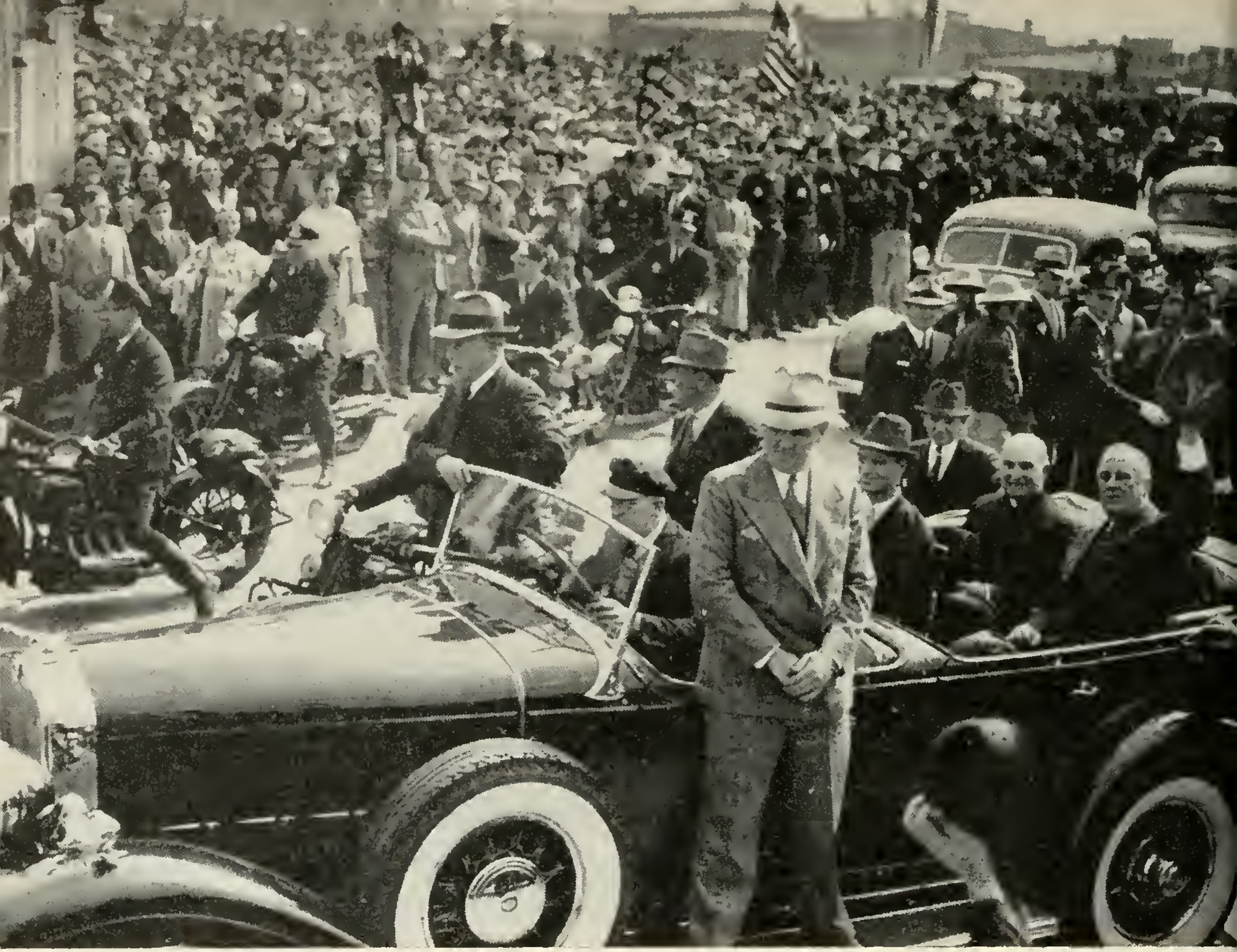
New Kindergartens. The number of kindergartens has been increased so that every Chicago child can now attend. By means of special courses 116,000 civilians were trained for National Defense and work in war industries in Chicago's public schools.

Vocational Schools. Evening high schools have been enlarged and evening junior college vocational and technical courses established to widen opportunity for employed youth and adults. War veterans to the number of 11,629 are being trained and prepared for crafts and professions in Chicago's public schools.

The Chicago Vocational School became the most advanced United States Navy school in the country before its return to the Chicago school system in 1946.

Subway Built. A dream of generations of Chicago civic leaders has become a reality with the opening of the main branch—the State Street route—of Chicago's rapid transit subway. The second branch—the Milwaukee Avenue-Dearborn Street-Congress Street route—is nearing completion. The city's disrupted, run-down traction system has been unified, modernized and reorganized preparatory to public operation for the benefit of the people of Chicago.

Waterways Improved. Extensive Lake-to-Gulf Waterway improvements, long sought, have come into existence. The Calumet and Little Calumet Rivers have been straightened, widened and dredged, and terminal facilities constructed. Eleven new bridges have been rebuilt, 12 reconstructed. The north branch of the Chicago River has been



President Roosevelt came to Chicago to dedicate the Outer Link Bridge in 1937.

rehabilitated from Albany to Lawndale Avenue. Navy Pier has been rehabilitated for year-round use, during the war by the United States Navy, today by the University of Illinois for veteran education.

Airport Expansion. Not only has the Municipal Airport been quadrupled in size and modernized, but steps have been taken to make Chicago the air capital of the globe by constructing the world's greatest airport on the Douglas site at the northwest edge of the city, and building an airport for shuttle service on Chicago's lakefront Northerly Island.

Money Saved. Fourteen major grade separations have been completed at a saving of more than $2,000,000 to Chicago taxpayers by the use of WPA labor. Two major and two other parkway improvements were undertaken and Navy Pier Park improved. Thirty new recreational units have been established—nine regularly equipped playgrounds, 17 playlots and playfields, and four recreational centers. Rainbow Beach has been developed from Seventy-fifth to Seventy-ninth Streets.

In the past fourteen years 48.7 miles of new concrete pavement and 49.1 miles of new asphalt pavement have been laid, financed almost entirely out of gasoline tax funds and at a saving of 25 per cent compared with former costs. Besides this regular program, the city co-operated with WPA between 1933 and 1939 to build 562 miles of penetration macadam and 17 miles of cement bound macadam streets.

Streets Repaved. Almost 21,000,000 square yards of asphalt and brick pavement have been re-surfaced, compared with 13,299,000 square yards in the previous twenty-one years. Some 1,300,000 feet of sewers and nearly 9,000,000 square feet of sidewalk repairs and replacements have been constructed without special assessment or other added cost.

Filtration Plant. Construction of the South Side filtration plant, which will assure pure water at all times, is nearing completion.

Streets Repaired. Improvements in the street lighting system include the installation of 10,000 new street lights and the institution of operating economies to the extent of $100,000 a year. Improved methods of collecting refuse have helped make Chicago a clean city at a lower per capita cost.

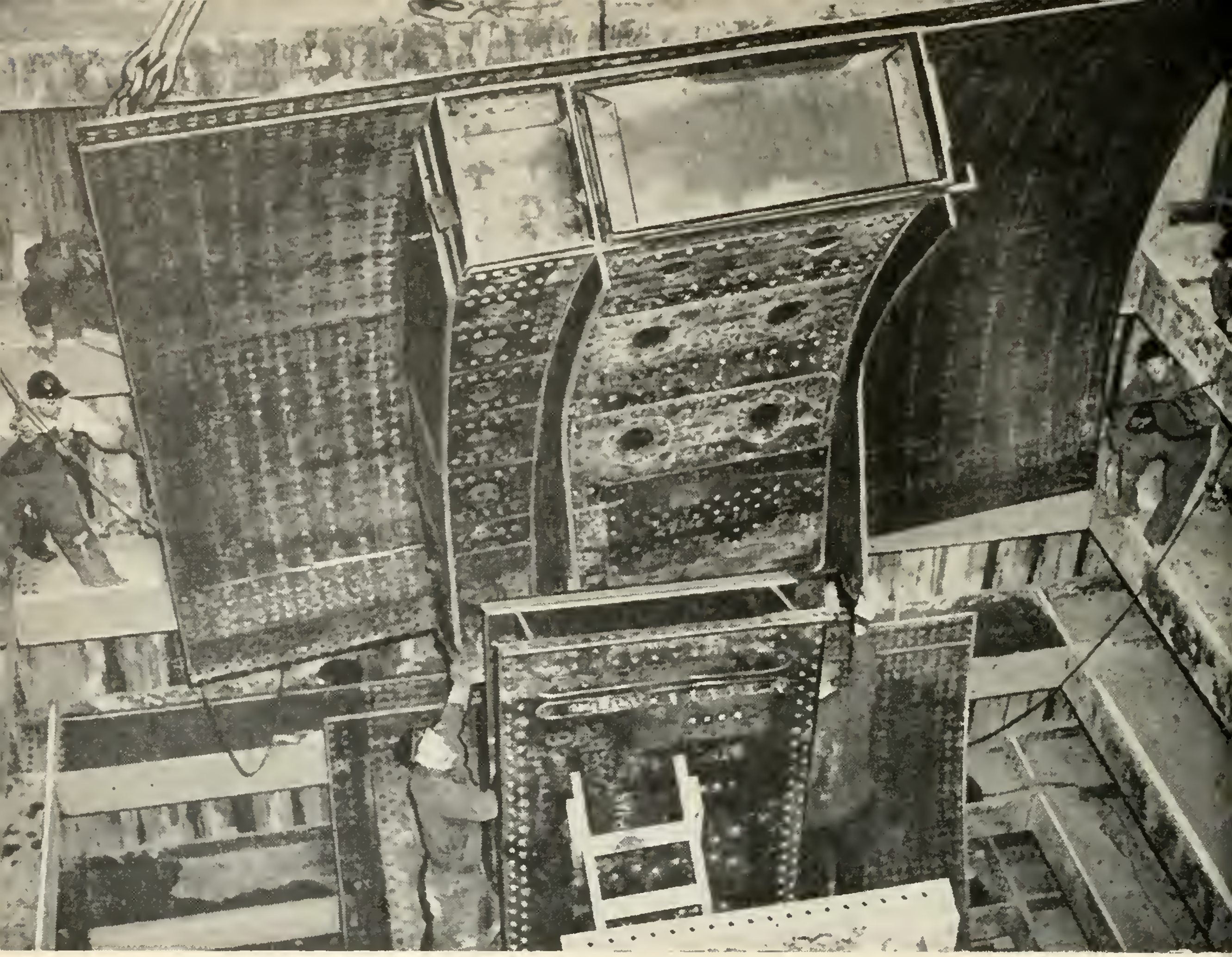
Chicago's greatest program of street repairs, sewer construction and general physical improvements has been completed at an annual saving to the taxpayers of $6,000,000.

Public Parks. The era just ended saw the merger of 22 former park districts, 18 of which had defaulted their bonds and 9 of which were in arrears in salary payments, and their placement on a solid financial basis. Practically the entire area of Burnham and Grant Parks has been rebuilt since 1934, embellished, lighted, improved and made one of the finest lakefront parks in the world. All park boulevards and all twelve bathing beaches have been improved to make them more serviceable to the people of Chicago.

Outer Drive. The Outer Drive bridge has been completed and the entire Lake Shore drive widened, improved, equipped with bridges, underpasses, passerelles and traffic controls so as to provide a 17-mile continuous scenic drive from Foster Avenue (5200 north) to Jackson Park (6700 south).

Building Code. The city's antiquated building code was replaced in 1939 by a modern code to facilitate construction. The Chicago Housing Authority was organized and eleven housing projects have been constructed on the site of former slums, thus providing low cost housing for thousands of low-income families, colored and white.

Unified Department of Law. Since 1935, the various separate law offices of the city have been re-organized into a single, efficient Law Department under a single Corporation Counsel. By combining the offices of the former Attorney for the Board of Local Improvements,



The construction of the subway was an herculean engineering job—carried out under an engineer-mayor.

City Attorney, City Prosecutor, Fire Attorney and Water Attorney, Chicago's enforcement of ordinances, collection of city claims, protection against suits, its research activities, and other duties have become a model for other cities of the land. Important home rule rights have been won for Chicago.

Making Chicago Greater

During the era now ending, Chicago has beaten a depression, hit a new stride in its war effort, and is now moving toward new industrial and civic horizons. In doing so, it is notable that all departments of the city government and all elements of non-governmental Chicago have worked together in singular harmony. As head of the city government, the Mayor has enjoyed the complete cooperation of the city's department heads, its officials and the rank and file employees whose unpublicized, day-by-day labors have in large measure made Chicago's progress possible. He has also enjoyed the full cooperation of business, labor, industrial, professional, and cultural groups.

In every war effort, Chicagoans of all faiths, of all national origins and racial strains have worked together to hasten victory. In every peace effort they have rallied to the aid of their city to make business, cultural, and civic progress possible.

By means of this united "I will" spirit, the Mayor, the city government and leading citizens have attracted to the Chicago Metropolitan Area war plants representing an investment of more than $500,000,000 and providing employment for approximately 100,000. Because of this cooperation most of these industries will remain here—a potential source of wealth, productivity and employment.

Supported by public opinion, Mayor Kelly has personally assumed the lead in securing the cooperation of organized industry and management to the end that the wheels of industry keep rolling. As a result Chicago's industries were free from major strikes throughout the war, and are relatively free from major conflicts today. Aided by leading representatives of religious, business and civic groups, the administration has helped eliminate discrimination in employment, housing and other practices.

It was a big moment in the subway opening ceremonies when Mayor Kelly cut the ribbon.

THE GREAT SILVER FLEET
EASTERN
SILVERLINER

One of the great Constellation airliners which are today arriving and departing from the Municipal Airport.

Postwar Problems

The end of 1946 found Chicago bearing the full impact of postwar reconversion. Returning servicemen competing for homes, focused attention on the fact that our houses were 146,000 too few to meet demands. Deteriorating facilities spotlighted the necessity for clearing away a backlog of $900 million of public construction, accumulated during ten years of wartime economy and building restrictions. Congested local rail transportation and an outgrown municipal airport called for prompt action in rebuilding and expanding transit facilities, and in constructing a new airport which will make Chicago the air center of the globe, as it already is the nation's rail and highway center.

In every case, the required initial steps have been taken by our city government. Handicapping Chicago, however, as it has all other cities in the land, has been the revolt of Congress against measures providing Federal aid for municipal projects. More vulnerable than any other large city, Chicago lacks not only home rule powers, but the cooperation it requires from its parent state to carry out these vital postwar projects.

Unless the present session of Congress reinstitutes Federal aid or the State of Illinois takes similar action, the City of Chicago will face a new financial crisis by 1948.

In referring to "state aid" and "Federal aid," it must be remembered that more than 90 per cent of all taxes collected by Federal, state and local governments come from our cities. City enterprises and city dwellers produce approximately 73 per cent of the nation's annual income and provide two-thirds of all state revenue. Only one-fourth of these

A scale model designed by engineers of the Chicago Plan Commission to help envision housing in the Chicago of tomorrow.

city-derived billions, however, is allotted back to our local governments in the form of "Federal aid" and "state aid" to finance city projects.

Home Rule Needed

"Federal aid" and "state aid" are merely legal devices for reallocating to city governments a fraction of the money the cities pay in the form of taxes. This device is necessary in the absence of legal powers by cities to raise the money they need or to control the money raised by the Federal and state governments for local requirements.

Aggravating Chicago's financial helplessness is its inability to secure an equitable distribution of state funds raised from city sources, in accordance with wealth, population or other economic criteria. Chicago's repeated efforts to secure even a modicum of home rule, to secure a new state constitution, to secure amendment of the state's antiquated revenue section or to secure a legal means of facilitating amendment have so far proved vain.

Chicago's methods of financing its activities, the very amounts it can raise by real estate taxes, the assessed valuation of property for tax purposes, and the amount of its license fees are all rigidly controlled by the state. Our archaic state revenue act compels the City of Chicago to raise the bulk of its corporate revenue from taxes on our over-burdened local real estate. The State of Illinois now holds ap-

Everything was free at Chicago's famous Servicemen's Centers sponsored by Mayor Kelly.

proximately $75 million derived from the 2 per cent retail sales tax in surplus funds. Most of this surplus came from Cook County originally and should be reallocated to it for local use.

Economically the second most important city in the new world, potentially the greatest, Chicago is legally the most restricted. The portion of state-collected revenues allocated to Illinois cities is far below the average for the United States. The share which trickles down to Chicago is by far the most meager of any major city in the land. Other cities not only receive portions of state-collected taxes in accordance with their size or needs, but enjoy powers of raising revenues through sales taxes, payroll taxes and other modern methods.

The hostility of rural downstate Illinois toward any measures benefitting Chicago, have been reinforced by the state legislature's refusal to redistrict the state so as to give Chicago its proportionate representation in Springfield. The gerrymandered state legislature refuses to grant Chicago the full legal rights it needs to solve its own problems.

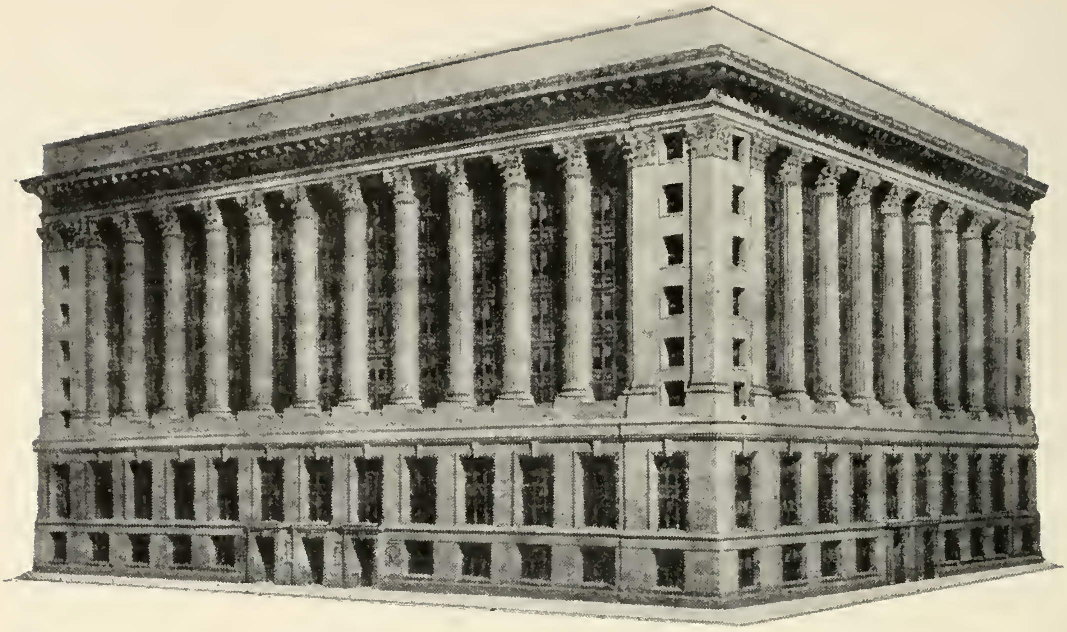
The only tax the State of Illinois shares with Chicago and other cities is one-third of the $50,000,000 motor fuel tax, or about $16 million. By way of contrast, New York's new state-aid plan provides for

A huge throng in Soldier Field, Grant Park.

a return to the cities of more than $87 million of 1946 state taxes, plus other forms of assistance for a grand total of $307 million.

Chicago's lack of municipal home rule has crippled its power to cope with its housing problem and clear its slums. A vigorous fight for home rule, undertaken in cooperation with other cities in the state, is the number one recommendation to our successors in office of the retiring administration. Municipal home rule, which will give Chicago the legal power enjoyed by every other major city in the land, is the only instrument which will keep our marvelous city from slipping back into the financial, physical and moral decay from which it was rescued in 1933.

Chicago's steel mills did a mighty war job.



THE CITY HALL

The City-County building was completed in 1911 at a cost of approximately $11,000,000. The City Hall constitutes the west half of the building, which occupies the square block bounded by La Salle, Randolph, Clark and Washington Streets. The east half is occupied by the government of Cook County. It is interesting to note that since the acquisition of the site in 1831, the City and the County have jointly occupied the same building.

The structure was designed by Holabird and Root. It is twelve stories in height, resting on caissons extending approximately 100 feet below the street grade, to bed rock. It is built of structural steel, with tile arch floor construction. The exterior, classical in design, is of Minnesota granite.

Principal features of the space provided within the City Hall side of the building include the spacious and beautifully paneled City Council Chambers on the second floor, the Mayor's office on the fifth floor, and Court Rooms on the ninth and eleventh floors. The balance of the space is used for administrative offices of the various departments.

THE MAYOR

chief executive of a vast municipal corporation—every act of which is performed subject to laws of the sovereign State of Illinois

Two years after Mayor Kelly had taken office, the painstaking New York Times made a study of the new city administration. On March 4, 1935, it published the result of this study. In part it read:

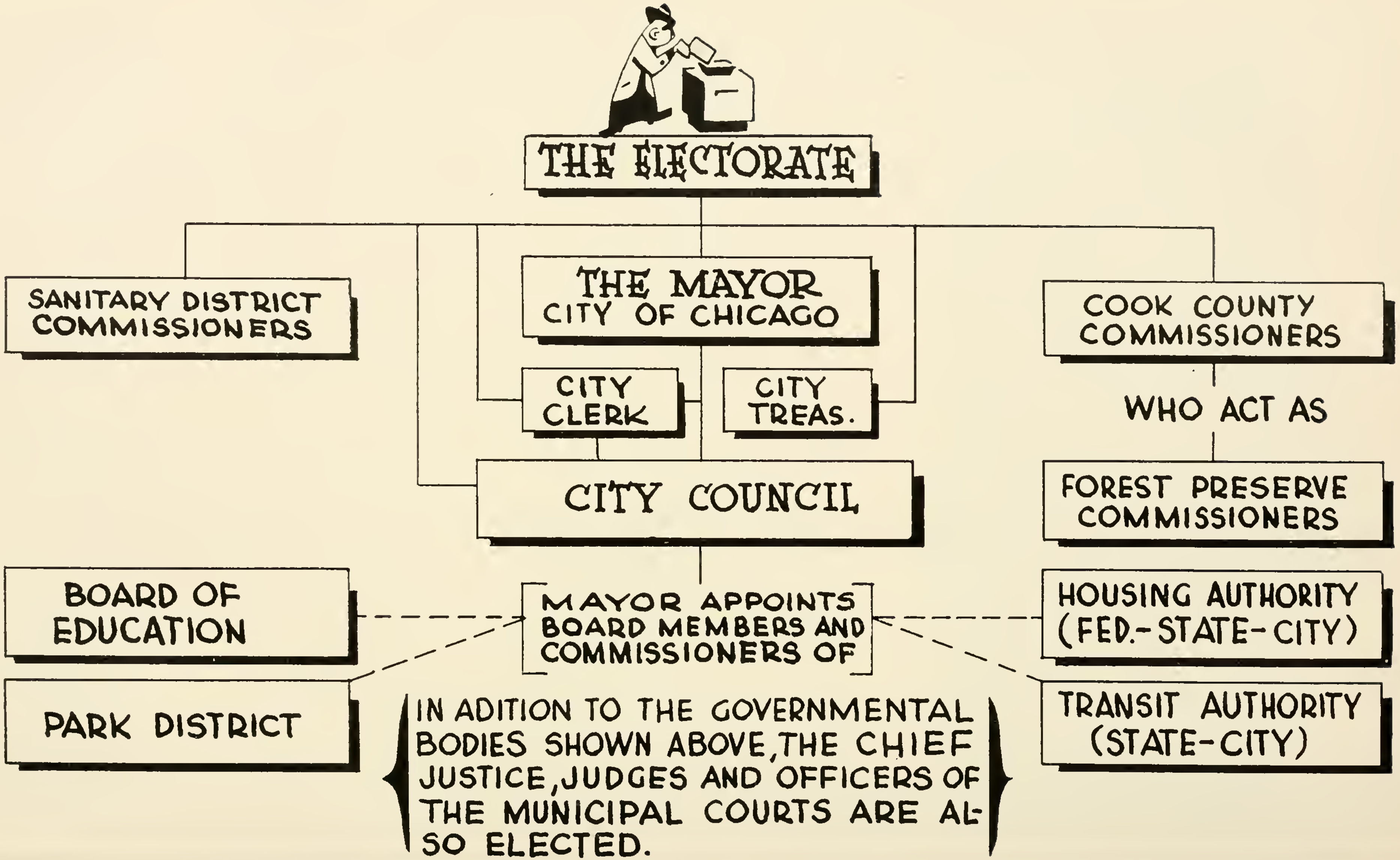
"He (Mayor Kelly) turned one of the worst governed cities into one of the best governed. He made deep cuts into the cost of government. Instead of spending greatly, he has saved greatly. He is a good model for mayors and even officers of loftier titles!"

Similar reports by B. C. Forbes, widely syndicated financial writer, the Cleveland Press, the Saturday Evening Post, Collier's, and other newspapers, press services and national magazines followed. Corroborating these popular interpretations of what occurred after 1933 were the statistical studies of the United States Census Bureau.

Throughout the past fourteen years, these official studies have repeatedly shown the City of Chicago to be the most economically operated large city in the United States. They have shown per capita costs far below the average for other American cities, per capita public employment well below that of any city of comparable size.

Administrative Head

As the city's chief executive, the Mayor bears the legal responsibility for administering the city's services. However, to be fully effective, he must have the cooperation of other bodies, official and unofficial. These include the City Council, elected from the city's fifty wards, which legislates for the city. They include the other governments—local,


THE ELECTORATE
SANITARY DISTRICT COMMISSIONERS
THE MAYOR CITY OF CHICAGO
CITY CLERK
CITY TREAS.
CITY COUNCIL
COOK COUNTY COMMISSIONERS
WHO ACT AS
FOREST PRESERVE COMMISSIONERS
MAYOR APPOINTS BOARD MEMBERS AND COMMISSIONERS OF
BOARD OF EDUCATION
PARK DISTRICT
HOUSING AUTHORITY (FED.-STATE-CITY)
TRANSIT AUTHORITY (STATE-CITY)

IN ADITION TO THE GOVERNMENTAL BODIES SHOWN ABOVE, THE CHIEF JUSTICE, JUDGES AND OFFICERS OF THE MUNICIPAL COURTS ARE ALSO ELECTED.

state and Federal—which affect the city's destiny. Perhaps, fully as important are the unofficial groups and organizations, the leaders and welders of public opinion, who control the city's economic, social and cultural life.

Legally, the City of Chicago is a corporation, its powers as rigidly defined by the parent state, as any private corporation. It is only within the circumscribed range of these powers that the Mayor and the City Council may operate. These powers do not, by any means, include all the local governmental powers authorized by the state. For sharing in local government are six major governing bodies: the City of Chicago, the Board of Education, the Chicago Park District, Cook County, the Cook County Forest Preserve District and the Chicago Sanitary District.

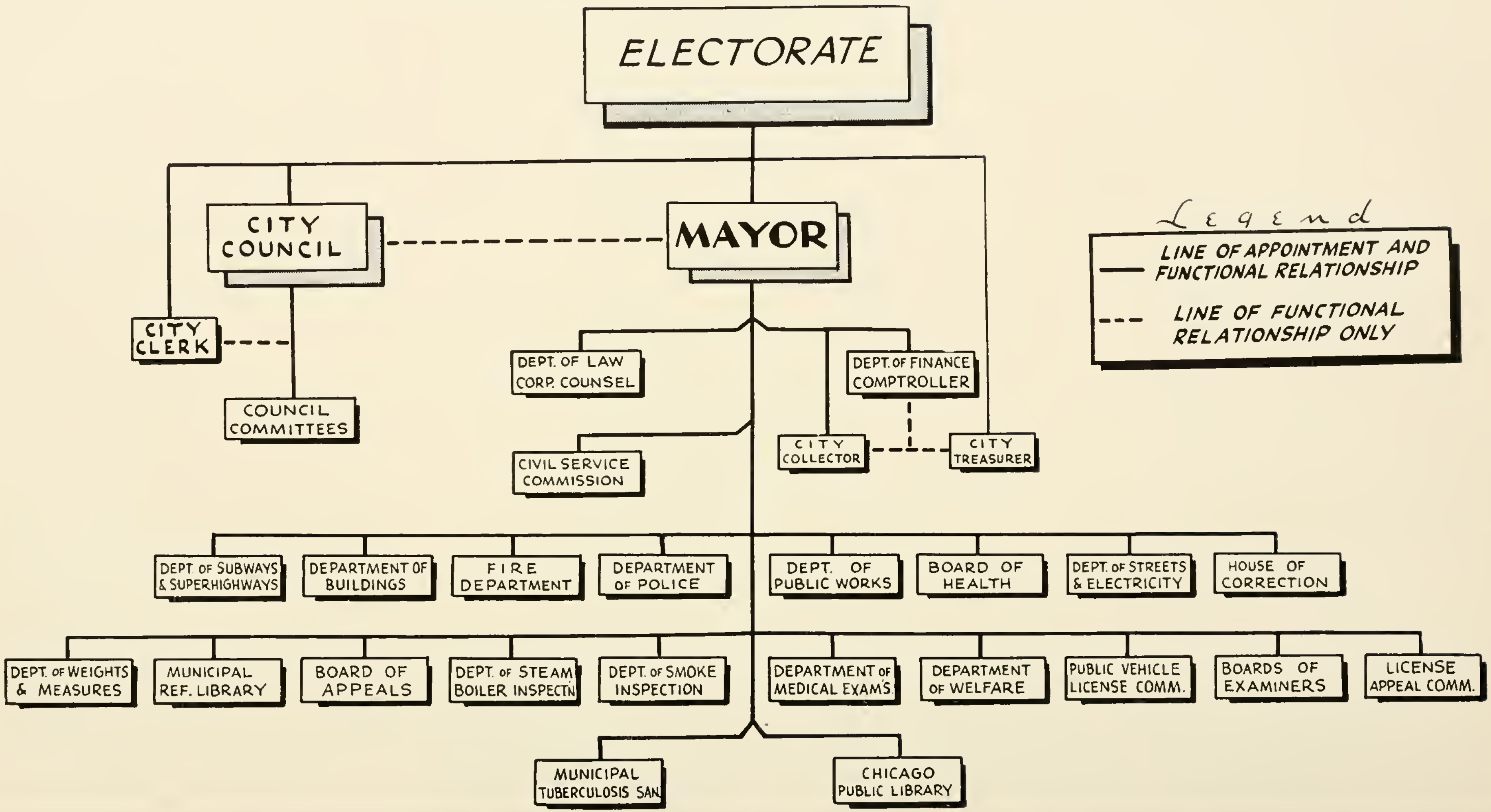
Completely independent of the Mayor and the City corporation, their members elected by the people, in fact, are the County Commissioners, who also act as the Forest Preserve Commissioners, and the Sanitary District Commissioners. Almost completely independent of the City are the Board of Education and the Park District, whose members are appointed by the Mayor. More-or-less independent also are the Public Library, the Municipal Tuberculosis Sanitarium, and the Chicago Transit Authority. These municipal bodies derive their powers directly from the State legislature, administer, sue and can be sued in court. Even their tax revenues are fixed by state law, except the Transit Authority which receives no tax revenues.

Any study of Chicago's complicated governmental structure indicates the need for co-ordination of local governmental policies and programs. For only by teamwork can such local problems as financing, police and fire protection, public health, sanitation, education and recreation be met. This teamwork is necessary not only between the various local governments but between the City, the State and the Federal government.

No Legal Autonomy

Unlike other American cities, the City of Chicago enjoys no legal autonomy. Other states have granted their cities independent powers appropriate to their size, wealth and needs. But not so the sovereign State of Illinois. Chicago is the second most important city, in size and economic power, in the western hemisphere—the fourth in the world—yet it enjoys no greater basic home rule rights today than it had when the General Assembly in 1829 authorized three commissioners to lay out towns along the proposed Illinois River-Lake Michigan canal and the resulting plat, filed on August 4, 1830, became the "Original Town of Chicago." Organized as a town in 1833, as a city in 1837, it has remained a legal infant for more than a hundred years.

THE CITY GOVERNMENT OF CHICAGO
ADMINISTRATIVE ORGANIZATION


ELECTORATE
CITY COUNCIL
MAYOR
CITY CLERK
COUNCIL COMMITTEES
DEPT. OF LAW CORP. COUNSEL
CIVIL SERVICE COMMISSION
DEPT. OF FINANCE COMPTROLLER
CITY COLLECTOR
CITY TREASURER
Legend
LINE OF APPOINTMENT AND FUNCTIONAL RELATIONSHIP
LINE OF FUNCTIONAL RELATIONSHIP ONLY
DEPT. OF SUBWAYS & SUPERHIGHWAYS
DEPARTMENT OF BUILDINGS
FIRE DEPARTMENT
DEPARTMENT OF POLICE
DEPT. OF PUBLIC WORKS
BOARD OF HEALTH
DEPT. OF STREETS & ELECTRICITY
HOUSE OF CORRECTION
DEPT. OF WEIGHTS & MEASURES
MUNICIPAL REF. LIBRARY
BOARD OF APPEALS
DEPT. OF STEAM BOILER INSPECTN
DEPT. OF SMOKE INSPECTION
DEPARTMENT OF MEDICAL EXAM'S.
DEPARTMENT OF WELFARE
PUBLIC VEHICLE LICENSE COMM.
BOARDS OF EXAMINERS
LICENSE APPEAL COMM.
MUNICIPAL TUBERCULOSIS SAN.
CHICAGO PUBLIC LIBRARY

Undoubtedly the biggest, most impotent municipal infant in the world, the City of Chicago must function within a sphere rigidly drawn by the parent state, the state legislature and the state courts. These activities consist of the police and housekeeping functions of maintaining police, fire, public health services, building and maintaining streets, alleys, sewers, street lights, parks, benches and playgrounds.

Action taken by the Mayor and the City Council must at all times conform with state laws in parallel fields. Even the revenue raised through local taxes to finance these housekeeping functions is fixed by State law.

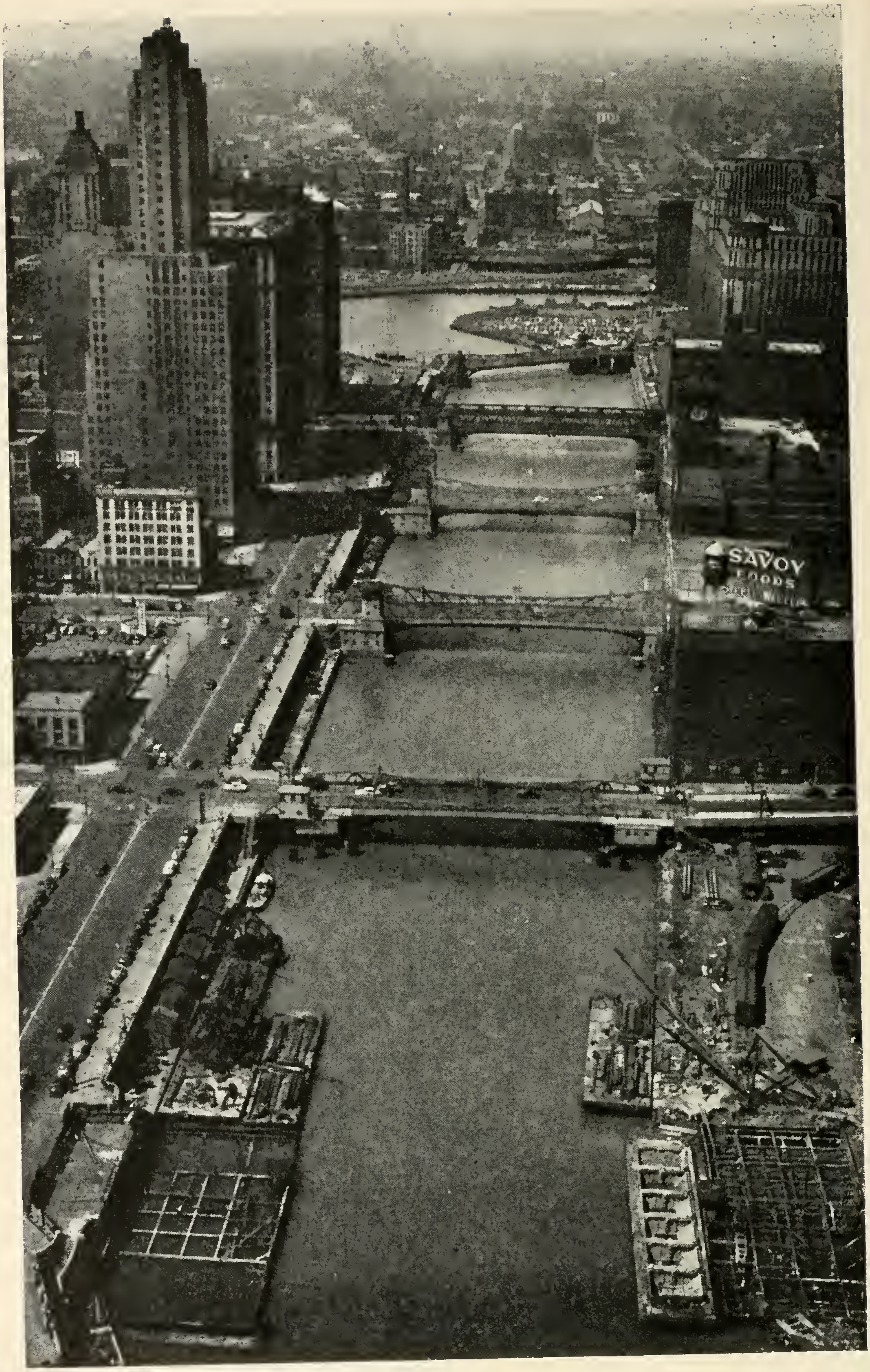
Because of the necessity to secure special enabling legislation each time before it can undertake any new or unauthorized function, one of Mayor Kelly's main roles has been winning cooperation of the Governor and State Legislature. Complicating this problem is a traditional, deep-seated, rural, down-state antipathy to big city plans, coupled with the Assembly's persistent refusal to redistrict the state according to population so that Chicago, Cook County and other urban areas may be fairly represented.

Federal Aid Sought

During the depression and throughout the war, Mayor Kelly and the City of Chicago, have had repeatedly to turn to the Federal government for aid unobtainable from the State to finance vital city functions, undertake necessary public works, put unemployed people to work and even administer the war emergency services of civilian defense.

Aiding the Mayor and the City Council in these activities have been a varying number of special commissions, committees and agencies, created by the City Council and appointed by the Mayor. Some of these official bodies exist only long enough to perform some temporary—though important—function. Others—like the Civil Service Commission and the Chicago Plan Commission—which are authorized by specific state law—function continuously as city agencies.

Since 1933, these temporary agencies have been extremely important in keeping Chicago ahead. They have served to mobilize the city's leaders; unite its varied racial, religious, economic and social groups; and provide the Mayor with invaluable advice and citizen leadership. They have helped the Mayor keep labor-management relations on an even keel, attract new commercial and industrial enterprises, promote tourist travel to Chicago, foster recreational and cultural programs, and keep Chicago morale high in war and in peace.



Another great bridge will soon be added to this scene when work on the new State Street Bridge (visible in the foreground) is completed.

President Truman, with Mayor Kelly, reviews the Army Day Parade, 1946.

EX-OFFICIO

RESPONSIBILITIES OF THE MAYOR

The mayor of a large city like Chicago, by the very nature of his job, must be more than merely the head of the city's government. His duties are not confined to a day-to-day direction of routine municipal affairs or conferences with engineers and city planners to keep Chicago moving ever forward in its countless ramifications as the fourth largest city in the world.

He is not only the chief executive, but must assume, as well, the role of a good-will ambassador. These "ex-officio" activities are not only important but time-consuming. A free evening with his family is rare indeed, for he must attend endless banquets, public gatherings, special events, dedication and award ceremonies, and make many trips and countless speeches.

The mayor is ex-officio convention manager and promoter, to lure new business and industries to the city. He is arbitrator, when the occasion arises, between management and labor, always endeavoring to maintain the city's reputation as a good labor town. He is emissary extraordinary at the national and state capitals to see that Chicago's rights and those of its people are protected.

Mayor Kelly reviews troops which participated in ceremonies on the occasion of awards to himself and Mrs. Kelly by the War Department and American Veterans Committee of the Roosevelt College Chapter, for their leadership of Chicago Service Men's Centers.

Appears Before Congressional Committees

Mayor Kelly made many special trips to Washington, appearing before Congressional committees to plead the cause of the small business man, when the United States was mobilizing industry and manufacturing for defense production. He wanted to make certain that the "little fellow" got sufficient war contracts to keep him in business.

He also appeared before other committees in Washington to urge action on the St. Lawrence-Great Lakes Seaway; to press the rights of Chicago and other cities to adequate Federal aid in building airports; to plead for and demand greater water diversion from Lake Michigan to protect the health of Chicago's people; and to urge immediate action on behalf of Chicago's housing crisis.

He inaugurated the opening of direct airplane service to London by making the first flight, and on the same trip headed a delegation of prominent citizens who carried Chicago's bid to become the headquarters for the United Nations organization. As "ambassador," his activities in Washington and Springfield made Chicago's subway possible, and brought about passage of state legislation that resulted in implementing Chicago's plan for public ownership of its local transportation system. Legislation to enable Chicago to launch a slum clearance program was obtained in the same manner, involving a journey to Washington to urge passage of the Wagner-Ellender-Taft bill.

President U. S. Conference of Mayors

Mayor Kelly has attended the U. S. Conference of Mayors for fourteen of its fifteen years, and played an important part in helping to shape the municipal policies and reforms sponsored by that organization. He was elected president of the Conference in 1945. At the January, 1947 meeting he reviewed the achievements of the U. S. Conference of Mayors since the body was formed in 1932.

The Chicago Civil Liberties Committee presented Mayor Kelly with

At a State Street Council dinner—left to right, David B. Mayer, council president, Merrill C. Meigs, chairman of the Aero Commission and Mayor Kelly.

their 1946 Annual Award for Meritorious Service to Civil Liberty and American Democracy. The award was made primarily on the basis of Mayor Kelly's personal efforts to maintain and protect the rights of Negro citizens in Chicago.

The mayor is also the affable host to visiting dignitaries, as well as to hundreds of technological, professional, business, religious and cultural organizations which select Chicago as their convention city. And when funds are to be raised, it is the mayor who is called upon to be the city's philanthropic agent, heading up campaigns and drives of varied and wide appeal, such as the Community Fund, Red Cross, March of Dimes, Christmas Seals, Boy Scouts, Salvation Army and a host of other worthy causes. He's chairman of them all!

Promotes Special Events

In addition to all these manifold activities, the mayor initiates and helps promote events of a civic nature that has made Chicago known round the world for its hospitality, and recreational and sports events. An outstanding example of this initiative is the Service Men's Centers, inaugurated by Mayor Kelly during the war and conducted with the aid of Mrs. Kelly for the benefit of service men. Typical of super-events that have brought Chicago wide acclaim are:

Chicago's Own Christmas Benefit—Inaugurated in 1933, with its annual Night of Stars, its annual public-parochial school football championship in Soldier Field, and its annual basketball championship, Chicago's Own Christmas Benefit made it possible to contribute a total of nearly $3,000,000 to Chicago's needy during the depression.

General Dwight Eisenhower, Georges Pierre Lavalley, Mayor of St. Lo, France, and Edward J. Kelly, Mayor of Chicago, at the 1947 United States Conference of Mayors.

Joan Crawford and Irving Berlin, with Mayor Kelly, after having performed their own stage stint at an annual "Night of Stars" Christmas benefit show.

These events have continued for the past fourteen years and the proceeds have been given to worthy causes.

"Century of Progress"—At Mayor Kelly's instigation, a repeat performance of this great world's fair was given in 1934, with spectacular success. An attendance of 100,000,000 equaled that of the previous year and gave Chicago business a needed lift at that time.

Keeping Chicago Safe—This event, held in 1934, was for the purpose of promoting traffic safety. It was a city-wide drive, with programs featuring "Town Meetings" in hundreds of communities, conducted by local civic leaders and service organizations. Teachers and schools also participated in driving home the slogan "Keep Chicago Safe."

Drama of Chicago on Parade—A special event which brought the people of Chicago together, attracted many out-of-town visitors and helped create good will for Chicago throughout the nation, was held in Soldier Field in 1935 before an audience of 100,000. Many auxiliary community celebrations were held.

Home Coming—A community project with miniature street fairs, featuring dancing in the streets which were gayly decorated. Its object was to stimulate business for local merchants, who were feeling the depression in that year of 1936. Residents of communities wrote to relatives and friends, inviting them to "Home Coming" week.

Chicago's Charter Jubilee—A celebration of Chicago's onehundredth anniversary as an incorporated city in 1937 included scores of pageants, spectacles and special events which attracted nation-wide attention and thousands of visitors. Memorable among these events was President Roosevelt's historic "quarantine the aggressor" bridge speech, delivered at the dedication ceremonies of the Outer Drive Link Bridge.

Grant Park Concerts—Chicago's famous public park concerts "Under the Stars," begun in 1937, with many world-famous soloists appearing on programs, brought to Chicago's lake front not only the largest crowds in the history of the city but in the history of amusements throughout the nation. The popularity of these concerts, which have been annual summer events, is still undiminished.

Chicago's New Century—Following Chicago's Charter Jubilee in 1937, the beginning of our new Century was celebrated in 1938, as another link in the program to "Keep Chicago Ahead" by stimulating civic pride. In addition to Grant Park, band concerts were held in Jackson, Lincoln and Garfield parks as well as many community celebrations.

Preparedness Parade—Few citizens will ever forget Chicago's gigantic, all-day long and far-into-the night Preparedness Parade, held in 1941. This was one of the most dramatic expressions

Taking off for London, to carry Chicago's offer of permanent headquarters to the United Nations. Left to right, Corporation Counsel Barnet Hodes, Leverett S. Lyon, William L. McFetridge, Dr. Curtis McDougall and Mayor Kelly.

CAN WORLD
System of the Flying C
PAA

Lily Pons, Metropolitan Opera star, at Grant Park concert, July, 1939.

of community spirit ever held in defense of democracy and did much to unify and prepare Chicago for the all-out war effort in which she distinguished herself.

In peace or war, the Mayor has participated in all these activities, lending his executive ability, the prestige of his office and his personal presence to assure their success. A full-sized job for the average man, they have been entirely ex-officio to the colossal job of being Mayor of the City of Chicago.

Presenting the 1936 award to champions of the public-parochial school football game, an annual event for "Chicago's Own Christmas Benefit."

Mayor Edward J. Kelly gives a key to the city to one of its younger citizens—an act symbolic of the city's determination to provide modern housing in which each community will, in reality, be a "children's city."

PLAQUES and CITATIONS

on Display in Mayor's Office January, 1947

Plaque—1942
Grand Award—National Traffic Safety Contest, presented by National Safety Council to the City of Chicago.

Plaque—1942
Presented to Chicago in the National Pedestrian Protection Contest for first place in cities of over 500,000, in a tie with the City of Detroit, by the American Automobile Association. Also, in 1941, an Honorable Mention plaque was presented to Chicago in a similar contest.

4 Plaques awarded to Chicago for 1943-1944-1945-1946, by the National Noise Abatement Council for distinguished service to the Council's effort to eliminate noise.

Honorable Award Citation to Mayor Edward J. Kelly by the Business Division Chairman—Government Section—for generous support of our armed forces, our allies and our home front, from the Community and War Fund.

1942—American Legion, Department of Illinois, Citation to Mayor Edward J. Kelly for the establishment and maintenance of the Chicago Service Men Centers.

1942—Citation from the United States Navy Recruiting Station of Chicago for devotion to recruiting during Chicago's Navy Month, June 1942.

1942—Citation from Central Lion's Club of Illinois to Mayor Edward J. Kelly, in appreciation for hospitality and services rendered to members of our armed forces through the Chicago Service Men Centers.

1942—Citation, Cook County Council American Legion—in appreciation for support given Independence Day celebration at Soldier Field.

1943—Citation from the Salvation Army Association of Chicago for friendship and aid given their organization.

1944—Citation and Annual Award to Mayor Edward J. Kelly from the Metropolitan Chicago Home Builders' Association, for cooperating with their plans.

1945—Citation from War Production Board to Mayor Edward J. Kelly for meritorious services rendered.

Chicago won first place in the Pedestrian Protection Contest, held in 1942 by the American Automobile Association for cities over 500,000. Mayor Kelly accepts the award from Charles M. Hayes, president of the Chicago Motor Club.

WGN
1942
CHICAGO

1945

Citation from Marine Corps League, Chicago Detachment No. 1, to Mayor Edward J. Kelly, for devotion to his country and to his community.

Citation from Army, Navy, Marines and Coast Guard to Mayor and Mrs. Edward J. Kelly for Chicago Service Men Centers.

Citation from Disabled American Veterans to Mayor Edward J. Kelly and the City of Chicago for hospitality to the members of armed forces of World War II.

Citation from Roosevelt College, South Side Chapter, to Mayor and Mrs. Edward J. Kelly for achievements in establishing and maintaining Chicago's renowned Service Men Centers.

Citation from Cook County Council American Legion, for hospitality extended to the members of the armed forces of World War II by Chicago's Service Men Centers.

Citations to Mayor and Mrs. Edward J. Kelly from the U. S. War Department, for outstanding services to the special projects division of the Army Corps Civilian Advisory Committee, Sixth Service Command.

Citation from U. S. Navy to Mayor Edward J. Kelly, for diligence, unselfish and devoted interest in the U.S. Navy affairs in the Ninth Naval District.

Citation from the U. S. Treasury Department—a Victory Award to Mayor Edward J. Kelly, in appreciation of outstanding services in support of Victory War Loans.

Navy Shore Patrolmen line up for morning inspection in Grant Park.

CHICAGO AT

WAR

An unforgettable demonstration of city leadership in a time of national peril.

At 11 o'clock on the morning of October 25, 1946, a battalion of troops led by a military band paraded through the loop, wheeled into La Salle Street and came to attention before the entrance to the City Hall.

Then, while thousands of Chicagoans watched, Lt. General W. R. Walker presented Mayor and Mrs. Edward J. Kelly with the Award of Merit—the Army's highest honor paid to civilians for distinguished service in the war.

This presentation—the *only one* of its kind celebrated throughout

★ ★ CHICAGO ★ ★
SERVICE MEN CENTER No 1
MAYOR Edward J. Kelly
CHICAGO COMMISSION
NO PARKING

Chicago Servicemen's Center Number 1 was located on Washington Street less than a block from the City Hall.

the nation to be accompanied by military pomp and the ceremonial dignity usually reserved for heroes of the armed forces—was more than a personal honor paid to two citizens; it was at the same time symbolic of and a fitting climax to a record of achievement in the war effort unequaled by any other city in the United States.

How Chicago Led the Nation

Chicago consistently led all other cities in all phases of the war effort. Chicago produced more war goods—both in volume and in variety of material—than any other community in the nation. And this was accomplished with the absolute minimum of labor disturbances. At no time during the war was there a single work stoppage due to labor disputes which prevented any war contractor from meeting his shipment schedule.

Chicago led all other cities in the sale of war bonds, enlistments and salvage collection. The conservation of grease and fats originated in Chicago, and the Chicago plan was immediately seized upon by Washington and made the pattern for the entire nation.

One-seventh of all the plasma donated to the Red Cross blood bank was given by Chicago citizens.

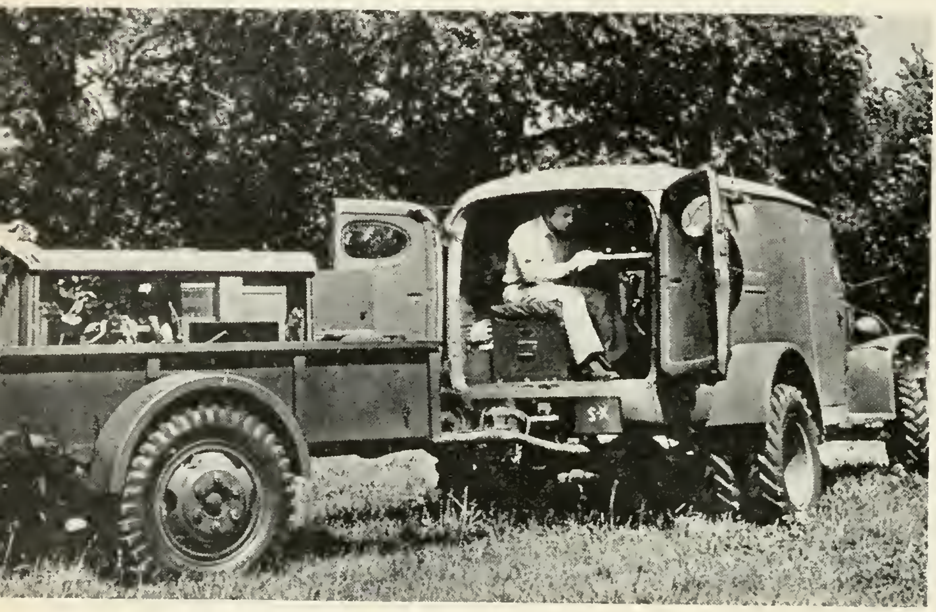
Chicago led the whole United States in Civilian Defense. Fully four months before Pearl Harbor, Chicago had obtained a state charter for the Chicago Commission on National Defense and was celebrating the opening of the Servicemen's Center in the former Elks Club building on Washington Street, which had been converted for that purpose.

Chicago Commission on National Defense

As a matter of fact, on Dec. 20, 1940, nearly a year before Pearl Harbor, the City Council established the Chicago Commission on National Defense as an official city agency, with the Mayor as

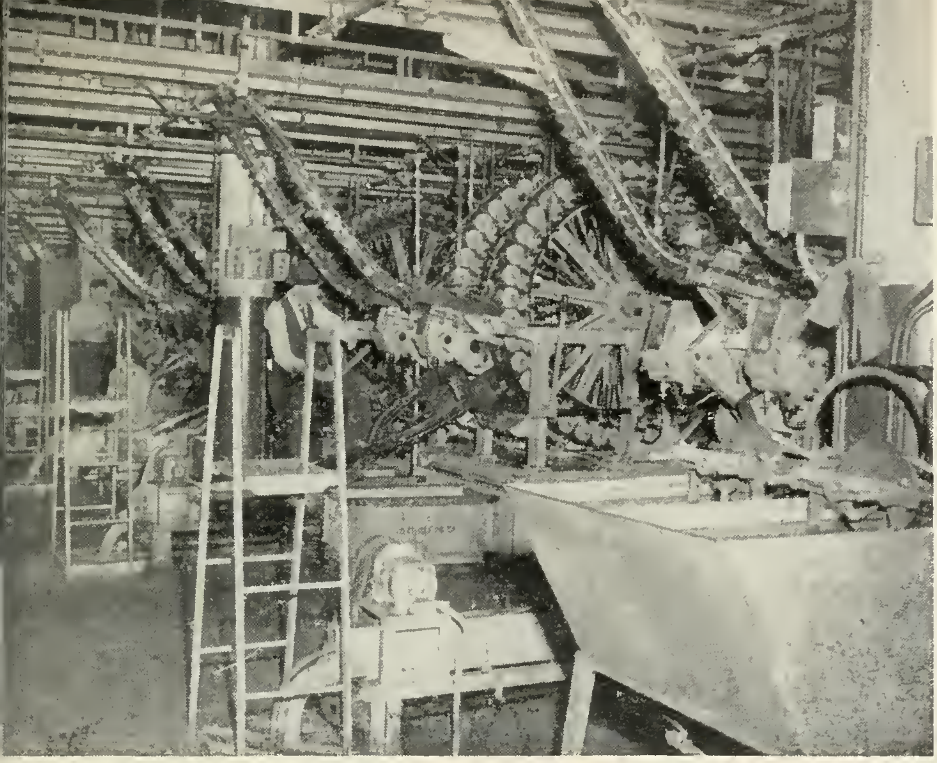
Mrs. Edward J. Kelly plays the piano for a group of servicemen at Center Number 1.

Four-engine C-54 transport planes were produced at Chicago's great Douglas Aircraft Plant.



CENTER — The famous Mobile Radio Station of the Signal Corps was manufactured by the Hallicrafters Company of Chicago.

Women employees at International Harvester's McCormick works in Chicago assembling parts of aircraft torpedoes.



Millions of metal containers were manufactured in Chicago war production plants.

Thousands of persons were served by the war information center in the foyer of the main library.

AR INFORMATION CENTER

Vital parts for the B-17 Flying Fortress were made in Chicago by Studebaker.

chairman. This was in response to a letter from the Mayor outlining the necessity for such an organization. On March 5, 1941, the Mayor designated a citizens' committee to cooperate with the new commission and asked Corporation Counsel Barnet Hodes to serve as executive vice-chairman.

When F. H. LaGuardia was appointed director of the United States office of Civilian Defense more than two months later, the Chicago Commission on National Defense was in full operation, and became the official city agency for cooperation with the OCD. On July 24, the City Council adopted a resolution designating the commission as the official Council of Civilian Defense under state law. President Roosevelt, in the meantime, appointed Hodes as a member of the United States Office of Civilian Defense. He became local defense co-ordinator; the Mayor, as chairman of the commission, United States local director of defense.

Among other activities, the Chicago commission opened the first Servicemen's Center. This was on August 13, 1941, nearly four months before the perfidious Japanese attack. A few days after Brigadier General James A. Ulio, chief of the morale branch, U.S.A., had inspected this center, the following enthusiastic communication was received from the office of the Commanding General of the Sixth Corps Area:

> *"General Ulio requested that your commission be complimented on the establishment of this center, and for the patriotism and foresight of those officials of the City of Chicago having to do with its inception.*

Mobile anti-aircraft units pass on parade before Servicemen's Center No. 2 on Michigan Avenue.

RVICE MEN
THING FREE
SR27

AVIATION
CADET RECRUITING AIDS
STATION No 3
KEEP 'EM FLY

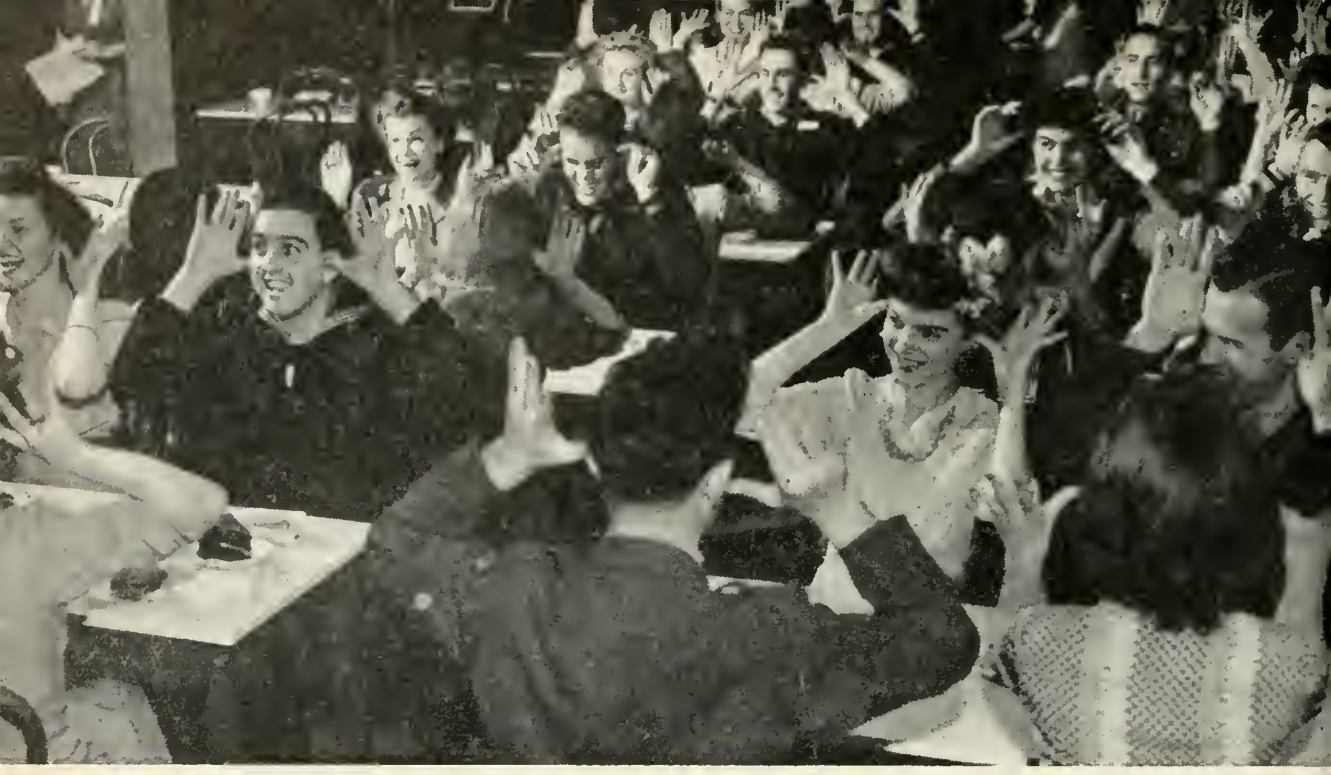
Branches of the Chicago public library served as centers for war recruitment, information and Civilian Defense activities. This picture shows aviation recruiting at the Toman branch.

General Ulio also expressed satisfaction with the personnel in charge, the facilities already available for service men, and the plans which had been made for the future."

At the Servicemen's Centers, for the first time in any city, men in the armed services were provided, free of charge, food, lodging, wholesome entertainment and companionship. Stimulated by the Mayor and Mrs. Kelly, who took personal charge of the canteen and continued active supervision through the war, the work of the Center grew and expanded. Chicago literally "rallied 'round" with its full cooperation, giving time, money and effort, to make the project a success. By the spring of 1942, the old Auditorium Hotel was taken over and established as Servicemen's Center No. 2. The old Daily News Sanitarium in Lincoln Park was reconverted into a Summer center which came to be known as "The Country Club," and a fourth Center was established on the South Side. Merchants and business men donated money and goods of all kinds. The Bowling Proprietors Association of Greater Chicago donated 12 bowling alleys, built in the old Auditorium Theater.

The four centers, occupying 34 floors, offered fifty different types of amusement and entertainment.

Activities included dance instruction, bowling, language classes,



Plenty of fun at Chicago's summer servicemen's club.

music appreciation, photography, radio work shop, pool and billiards, dancing every night (requiring as many as six orchestras, who also donated their services). There were also thousands of free tickets each week to all movies, theatrical and sporting events.

When the Centers finally closed, on September 3, 1946, they had played host to service men and women for a total of 22,730,287 times. At the four Centers, the canteens had served 10,436,564 hot dogs, 10,818,445 sandwiches, 12,148,707 pieces of cake, millions of which had been baked and donated by Chicago housewives.

Chicago also was the only large city in the nation where servicemen and women could ride free on street cars and buses.

Operation of the Servicemen's Centers was only one segment of the activities of Chicago's Civilian Defense operations.

Mayor Led the OCD

Here again Chicago took the lead. One week after war had been declared, Chicago's Office of Civilian Defense headquarters was already established and functioning at 23 North Wacker Drive, the old Iroquois Memorial Hospital. Chicago's Civilian Defense organization was unique in the nation. Mayor Kelly as United States Coordinator for the Chicago Metropolitan Area was determined that there should be absolutely no political tinge to the Civilian Defense organization. In Chicago proper, the city was broken down into seven divisions and these divisions were further divided into communities, zones and blocks. Going back to the tradition of the old New England town meeting, the people in every block met and elected by their own vote, the man among their neighbors whom they considered best qualified to be their leader. Each block then functioned as a unit under the elected block captain's direction.

As a consequence, Chicago's Civilian Defense army worked together efficiently and in whole hearted cooperation, to set record after record in accomplishments in the war effort for their city.

On the first War Loan Drive, for instance, Chicago's block organization acting as salesmen, sold so many bonds that Chicago's quota was immediately increased by more than fifty percent.

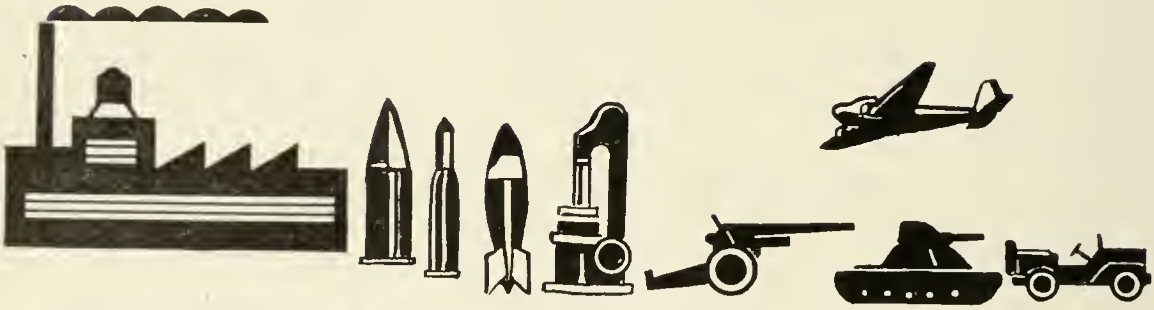
In every campaign or drive connected with the war effort the block organizations swung into action. They recruited nurses aides, Red Cross donors, and stimulated enlistments in the armed forces. Information centers were established in all communities of the city where citizens could obtain the answers to any questions pertaining to war activity.

The organization was divided into two main segments—the protective services and the community services. Volunteers came forth willingly and without urging, to offer their services—lawyers, doctors, and other professional men, business men, bankers, professional women, housewives, citizens from every walk of life—worked together, forgetting all barriers of money, social position, race or creed to meet

A tired Marine sleeps in the sun at Chicago's G.I. Country Club.

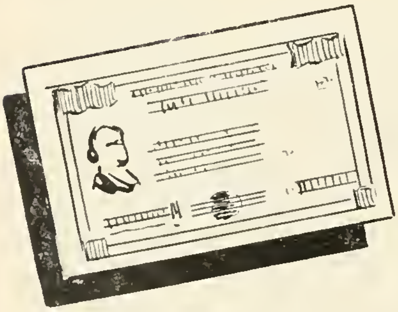
America's

"FIGHTIN'EST CITY"

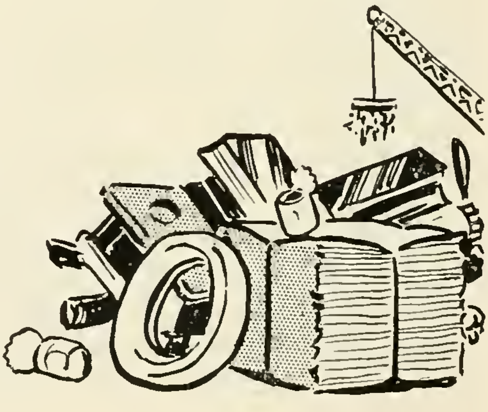


Chicago produced more *war goods*, in volume and variety of material— than any other community. There was not even *one* labor work stoppage that prevented the shipment of *war goods on schedule*.

Chicago led America in Enlistments. According to the Army and Navy, our men were healthier, too.



Chicago led America in War Bond Sales.



Chicago led America in Salvage Collection.

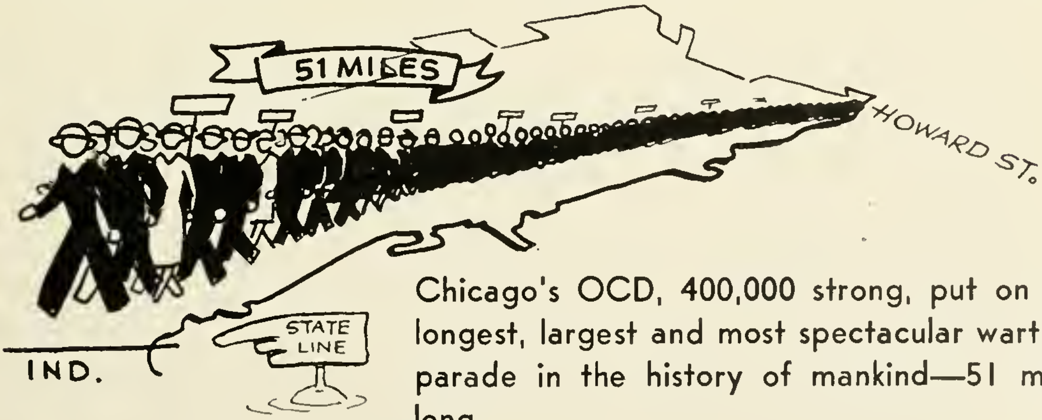
IN WORLD WAR II

CHICAGO
SERVICE MEN CENTER No

Chicago took care of the nation's servicemen with a warm-hearted hospitality unequalled in the world. "Everything Free" was the rule at our Servicemen's centers.

Chicago was the only large city in the nation where servicemen and women could ride free on street cars and buses.

Chicago's Civilian Defense organization was so efficient its plan was adopted for the entire U.S. OCD.



Chicago's OCD, 400,000 strong, put on the longest, largest and most spectacular wartime parade in the history of mankind—51 miles long.

Chicago's gigantic War Show in 1942 established a world's record with an 11 day attendance of 900,000, and raised $565,000 for Army relief.

the emergency. All worked long hours with no remuneration whatever. They attended night classes and spent Saturday afternoons and Sundays, and other leisure time, taking training courses to fit themselves for the service that might be required of them.

Within a little more than a year after its organization, Chicago's Civilian Defense had a civilian army of more than 400,000 fully trained enthusiastic workers.

A large percentage of these were expertly trained in fire fighting, demolition, auxiliary police activity, first aid, and communications —making up the huge protective system which was prepared to meet any contingency of the war. This protective organization of OCD was kept in readiness to respond to the OCD alarm system which formed a communications net-work throughout the six divisions and communications districts of OCD. A control board at the center of the system was on 24-hour service, with volunteers working on shifts around the clock. This system was regularly tested, with watchers reporting into central headquarters, and receiving instructions for city-wide air raid protection.

A simulated air raid, with Civil Air Patrol planes dropping dummy bombs on the City, was staged to test the alarm system and the entire protective machinery of OCD in Chicago.

Chicago OCD Wins High Honors

The Chicago organization functioned so well that its formula was adopted by the Washington office of Civilian Defense as a pattern for the entire nation.

Chicago's Civilian Defense organization received two national citations for excellence of performance.

(1) National award for the work done by the OCD Volunteer Auxiliary Firemen in collaboration with the Chicago Fire Department for a research development in connection with the OCD fire department.

(2) National award for special excellence in the American Youth Reserve for work accomplished in mobilization of the efforts of the young people in this area in furtherance of the war.

The Civilian Defense Alert, published weekly and circulated throughout the entire organization, was recognized nationally as the best and most informative publication of that nature throughout the nation.

All radio stations in the Chicago area cooperated generously in supplying time and talent also, free of charge, for Civilian Defense purposes. Mayor Kelly's "Message of the Day," broadcast four times daily over seventeen local stations, was started within six weeks after

Pearl Harbor and continued to be used at special requests of the radio stations themselves, after the end of the war.

Mammoth Parade

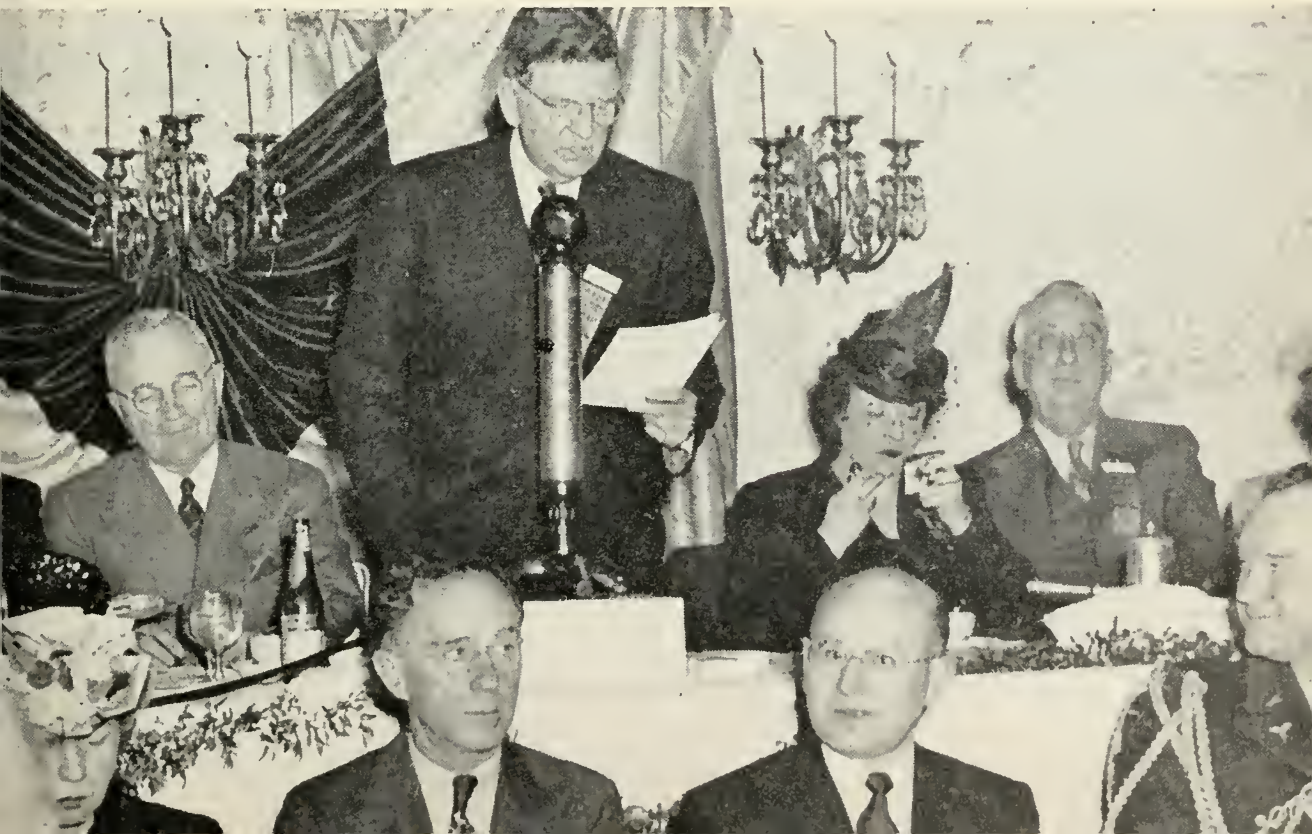
On Flag Day, 1942, the Civilian Defense organization sponsored and staged a gigantic United Nations parade which was the largest and longest parade ever staged anywhere. It lasted seventeen hours and was participated in by thousands of manufacturers, all branches of organized labor, and business organizations. The Army and Navy furnished contingents of troops and new fighting equipment. Every community in the Civilian Defense organization was represented with a special float depicting in action some phase of the Civilian Defense movement.

Every activity even remotely connected with the war effort was focused on the Mayor's office, even before Pearl Harbor.

In the Spring of 1941, for instance, there was a city-wide aluminum drive. This was the first activity of the Chicago Commission on National Defense, whose many duties later were taken over by the Office of Civilian Defense.

In the summer of 1941, also, there was organized the Chicago Industrial Committee for Defense Production, to arouse the interest of manufacturers in the Chicago area to the necessity for war produc-

Chicago played host to President Truman on Army Day, 1946. Top row: Mrs. Truman, The President, Mayor Edward J. Kelly, Mrs. Fred Vinson, Supreme Court Justice Vinson, Mrs. Tom Clark. Bottom Row: Mrs. Leslie Biffle (partly obscured), Mr. Biffle, Secretary of the U. S. Senate, Corporation Counsel Barnet Hodes, and President Truman's personal physician, Col. Wallace H. Graham.



tion and at the same time to secure sufficient war contracts for Chicago manufacturers to protect small business in Chicago.

Mayor Kelly made seven trips to Washington in the interest of small business protection, to urge upon Washington officials and upon Congressional committees the essential need to furnish the small manufacturer with sufficient work to keep him going, and to emphasize the tremendous production capacity which Chicago possessed to turn out war goods. Chicago lived up to these predictions, turning out more war equipment than any other community in the United States. Forty percent of all communications equipment used by the armed forces during the war, for example, was produced in the Chicago defense area.

Mayor Kelly as chief executive of the city was called upon to head numberless committees. He was chairman of the gigantic War Show staged at Soldier Field in the summer of 1942. This spectacle, an official production of the United States Army, hung up an all-time record for affairs of that nature, playing to an attendance of 900,000 persons in eleven days. These performances contributed $565,000 to army relief.

Mayor Kelly also served as chairman of various committees for stimulating recruiting of volunteers. When workers were vitally needed to increase production in the war plants he organized the Chicago Committee for Patriotic Action, which resulted in recruiting thousands of additional workers in war plants and induced other thousands still holding positions in peacetime factories to shift to war plant work.

Defense Transportation

One of the important activities of OCD, designed to help maintain the highest possible level of war production, was the Department of Defense Transportation, which was acclaimed throughout the nation for the completeness of its plan of car sharing. This not only relieved the over-crowded public transportation facilities of the City, but it chalked up sizeable achievements in the conservation of tires and gasoline.

Chicago's magnificent lake front of today is the result of yesterday's courageous planning and action. We are beginning to make the Chicago of tomorrow *today*.

CHICAGO TOMORROW

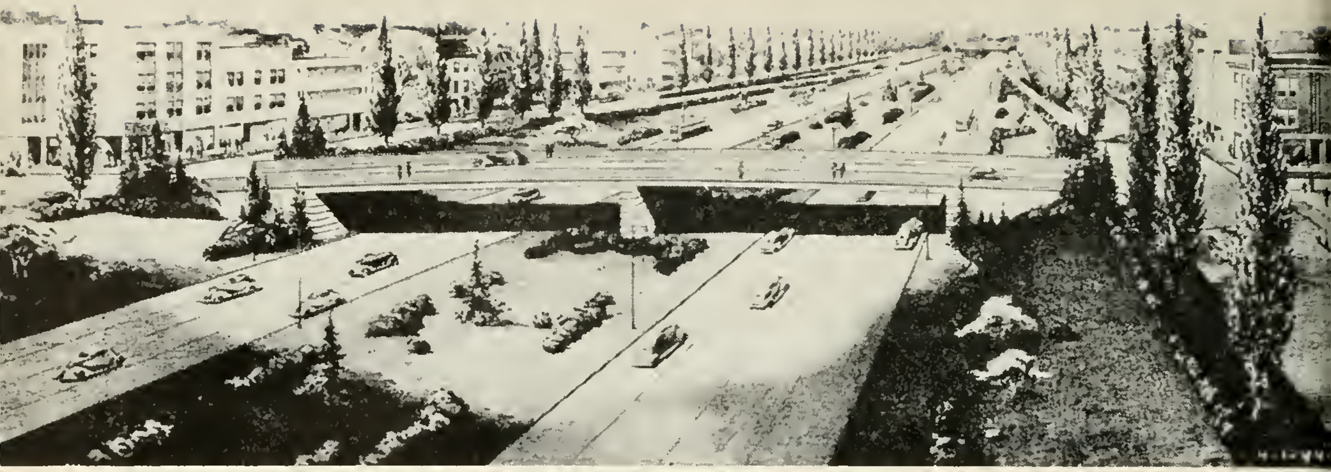
A half-billion dollar program of public works—already under way is evidence that Chicago looks to the future!

Like every large city in the nation, Chicago has been *compelled* by economic conditions and wartime restrictions to forego for more than ten years many urgently needed capital improvements, and to curtail even maintenance to a bare minimum.

Chicago now finds itself on the threshold of a broad expansion of all its activities—industrial, cultural and social. In the years immediately ahead it should greatly strengthen its position as the world's greatest market and as the hub of the nation's rail, motor and air transportation.

To aid and encourage this expansion, Chicago must look forward. This is a forceful reason why Chicago should proceed without delay to improve and modernize its municipal services and facilities, to bring them adequately into harmony with the greater needs of this expanding economy.

A recent survey disclosed that Chicago has a backlog of necessary and desirable public improvement projects whose total cost is estimated at $900,000,000. Obviously Chicago can neither construct nor finance such a vast program of public works in the years just ahead.



Chicago plans for many additional miles of expressways to speed the flow of future traffic.

Approvals Required by Engineering Board of Review

After careful study and examination of this accumulation of projects, the Engineering Board of Review composed of the leading public works technicians of the city, recommended to Mayor Kelly a Greater Chicago Public Works Program for the 7-year period, 1946-52, together with a method of financing that program.

Each project recommended by the Engineering Board of Review was required to meet these prime considerations:

1. *Is the improvement a general public benefit?*
2. *Is the improvement generally in conformity with the master plan of the Chicago Plan Commission?*
3. *Is the improvement needed* now, *or can it be deferred until some future date when public works may be desirable as an employment pool?*
4. *Is the improvement in conflict with priorities for housing materials?*
5. *Is the cost of the improvement commensurate with the benefits to be derived from it?*
6. *Is financing of the improvement feasible within the scope of a reasonable annual debt requirement?*

After extensive public hearings by its finance committee, the program was officially approved by the City Council on April 8, 1946 by a non-partisan vote of 42 to 1.

This Seven-Year Greater Chicago Public Works Program provides for the construction of long needed and long discussed improvements costing an estimated $298,560,000 as follows:

*New Airport (In Part)	$ 45,000,000
West Side Subway	25,000,000
Washington Street Subway	9,600,000
Jackson Street Subway	9,600,000
Surface Streets	39,700,000
Bridges and Viaducts	11,500,000
Grade Separations	4,000,000
Superhighways (In Part)	64,000,000
Sewers	53,160,000
Street Lighting	5,000,000
Playgrounds	2,000,000
Streets and Alleys	8,000,000
Garage and Shops	500,000
Slum Clearance	5,000,000
Street Lighting	3,000,000
State Street Bridge	2,500,000
Playgrounds	2,000,000
Police and Fire Buildings	2,000,000
Waste Disposal Equipment	1,500,000
Garage and Repair Shops	500,000
Grand Total 7-Year Program	$298,560,000

*Balance of total 7-year program of $205,000,000 for Superhighways to be financed from available State and Federal Road Funds. Balance of financing of New Airport from Federal funds.

By far the major part of this program can be constructed without new financing. This is illustrated on the page which follows. Funds now available or to become available include motor fuel tax revenues, proceeds from the bonds previously authorized, and proceeds from the sale of revenue bonds to be retired by use of the city's transit and airport revenues.

There remains a balance of $115,660,000 to be financed by the issuance and sale of new corporate bonds. This was approved by the voters at a referendum June 3, 1946.

Conservative Financing

Paradoxical as it may seem, these new bonds can be serviced by an annual tax levy substantially less than the average funded debt levy for the past 20 years and even less than the present annual tax levied for retirement of bonds now outstanding.

This is possible because of a combination of exceptionally favorable circumstances:

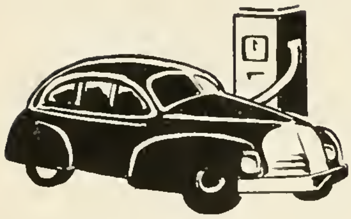
1. The prevailing low interest rates.

2. The exceedingly low amount of the city's present funded debt.

3. The deferring of early maturities of the new bonds, thus spreading more evenly the cost of the old and the new capital improvements.

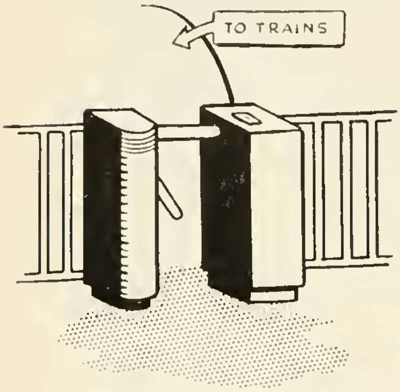
Sources of Funds

FOR THE $298,560,000 GREATER CHICAGO PROGRAM



MOTOR FUEL TAXES, collected from motorists when they buy gasoline, will be used to pay for street surfacing, bridges, viaducts, grade separations and certain superhighways, estimated at

$ 77,200,00

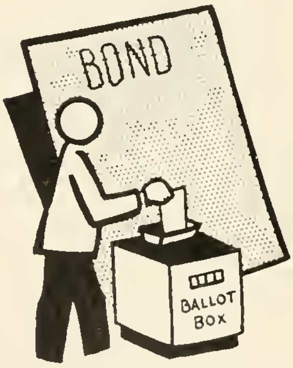


REVENUE BONDS are paid for by the projects themselves—landing fees collected from airplanes, fares collected from subway passengers. Revenue bond funds for the new airport and subway extensions will amount to . . . .

$ 74,200,00

CORPORATE BONDS approved by the voters will supply additional funds for Chicago's share of airport construction, slum clearance, playgrounds and other great improvements costing . . . .

$ 31,500,00



ADDITIONAL BONDS approved by the voters will be issued to provide $42,000,000 of superhighway financing, sewer improvements, street lighting and other civic improvements costing . .

$115,660,00

$298,560,00

Plus Cooperative financing from City, County, State and Federal Road Funds for superhighway construction in the amount of . . **$205,000,00**

$503,560,00

There also exists the probability that the cost of that portion of the Greater Chicago Program to be borne by general taxes may be still further reduced. Under the law, the annual levies for servicing the bonds can be abated, in whole or in part, whenever funds are made available from sources other than real estate taxes.

Among these other potential sources for abating bond service levies may be mentioned more equitable allotments from other governmental agencies and new revenues from sources other than real estate.

A special non-partisan Citizens Committee has been formed by the Mayor to recommend revisions on the tax base whereby the unfairly high portion of the cost of local government now being supported by real estate can be more equitably distributed. This committee is now at work.

Immediate Aims

This immediate program will provide:

1. *Major units of a modern superhighway system to free local neighborhood and arterial streets from life-endangering and business-deterring traffic congestion.*

2. *Extensive new sewers to end the recurring health menace and property destruction due to frequent flooding of basements, and replacements for inadequate 70-year old facilities.*

The Greater Chicago public works program provides $2,000,000 for the construction of modern police and fire buildings.

CHICAGO POLICE DEPARTMENT

3. A 4-track rapid transit subway to the populous West Side, and two east-west local transit subways through the central business district.

4. The world's greatest airport to assure Chicago's retention of its position as the hub of world air transport.

5. Modern street lighting to replace outworn equipment and to properly safeguard neighborhoods not now adequately lighted.

6. Paving of arterial streets, reconstruction and improvement of secondary streets and alleys, in all sections of the city.

7. Comprehensive slum clearance integrated with private and public housing developments already underway—with more contemplated.

8. Playgrounds convenient to communities for supervised recreation of children still too young to travel alone to Chicago's world-famous large parks.

9. Replacement of narrow, age-worn bridges and construction of new bridges to facilitate local traffic—also construction of viaducts and grade separations to eliminate hazards to pedestrian and automobile traffic.

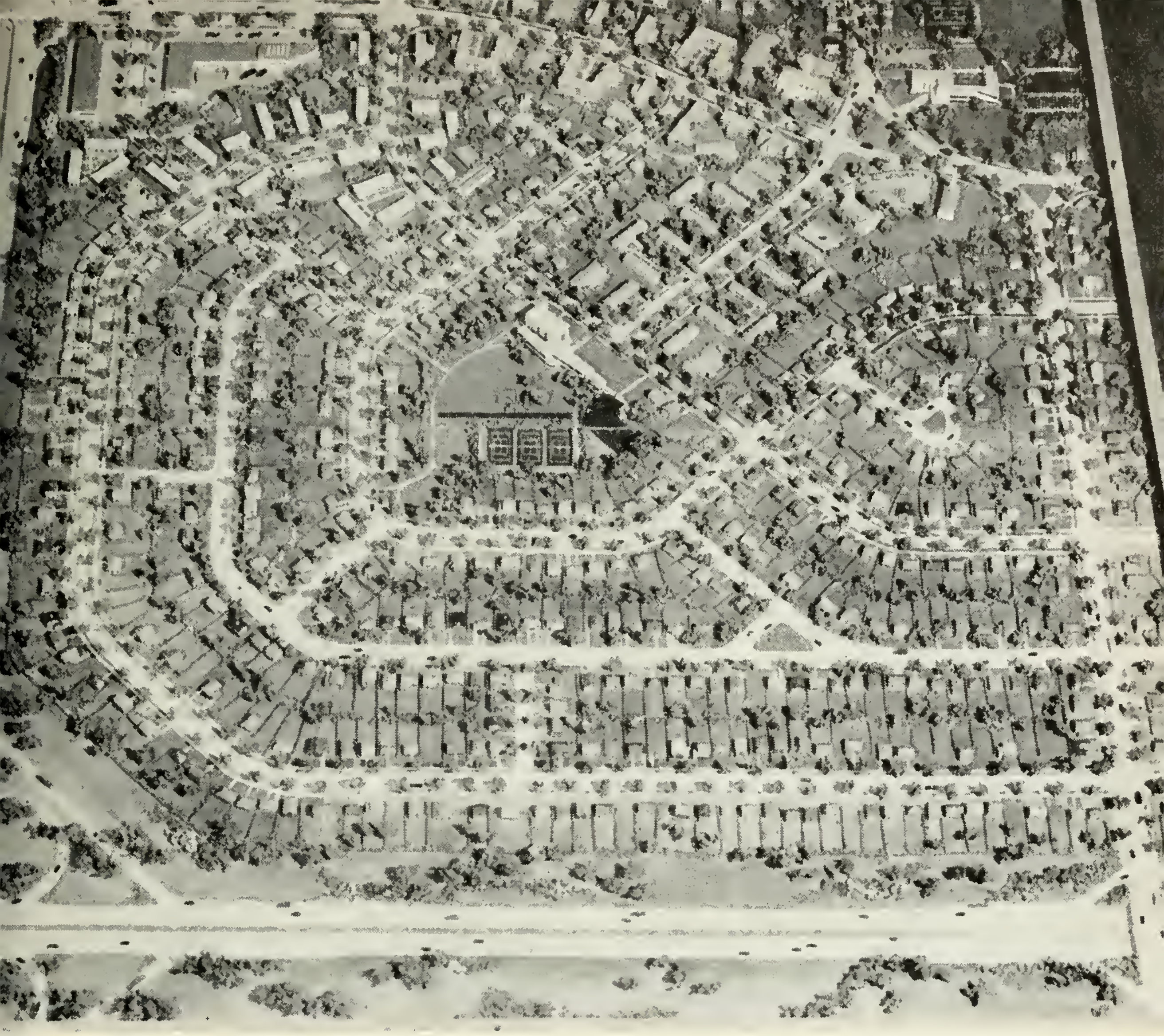
10. Increased garbage removal and street cleaning services in all neighborhoods by the purchase and operation of modern equipment, and by construction of garages and shops for adequate maintenance and repair schedules.

11. New police and fire stations to replace antiquated structures, and to serve newly built-up areas where added protection is imperative.

Chicago Is United!

It is noteworthy that there is practically unanimous agreement among civic organizations, leading citizens and the press that these improvements are urgently needed now.

Construction of these projects in the next seven years—together with the complete modernization of local transit soon to be started by the Chicago Transit Authority—will enable Chicago to keep forging ahead toward our goal of world leadership.



This photograph of a model built by the Chicago Plan Commission shows the type of neighborhood planning indicated for new growth neighborhoods . . . with an elementary school, park, and playground forming the nucleus.

THE CHICAGO

PLAN COMMISSION

This 38 year old city agency lends vision, skill and coordination to the planning of the Chicago of Tomorrow.

During the thirty-eight years which have elapsed since the organization of the Chicago Plan Commission in 1909, the mayors of Chicago from Fred A. Busse to Edward J. Kelly have encouraged and assisted the development of city planning in the nation's second largest city. Chicago became a leader in the science and art of city planning when the "Plan of Chicago," popularly called the "Burnham Plan" in honor of its creator, Daniel H. Burnham, was given to the city by the Commercial Club of Chicago in 1909. *This gift enabled Chicago to become*

A. H. Mellinger, chairman of the Chicago Plan Commission, and Mayor Kelly discuss "Chicago Looks Ahead."

the first large city in the United States to have a plan to guide its future development.

Through the years, the commission has functioned as a coordinating agency for the planning activities of public and private organizations. Much of Chicago's majestic, world-famous Lake Front development was completed during the 1930's. Immaculate city parks and far-flung forest preserves were developed as recreational areas for residents of the city. Numerous thoroughfare improvements, including the full extent of the beautiful Lake Shore Drive, became realities during the difficult years of the depression.

Land Use Survey

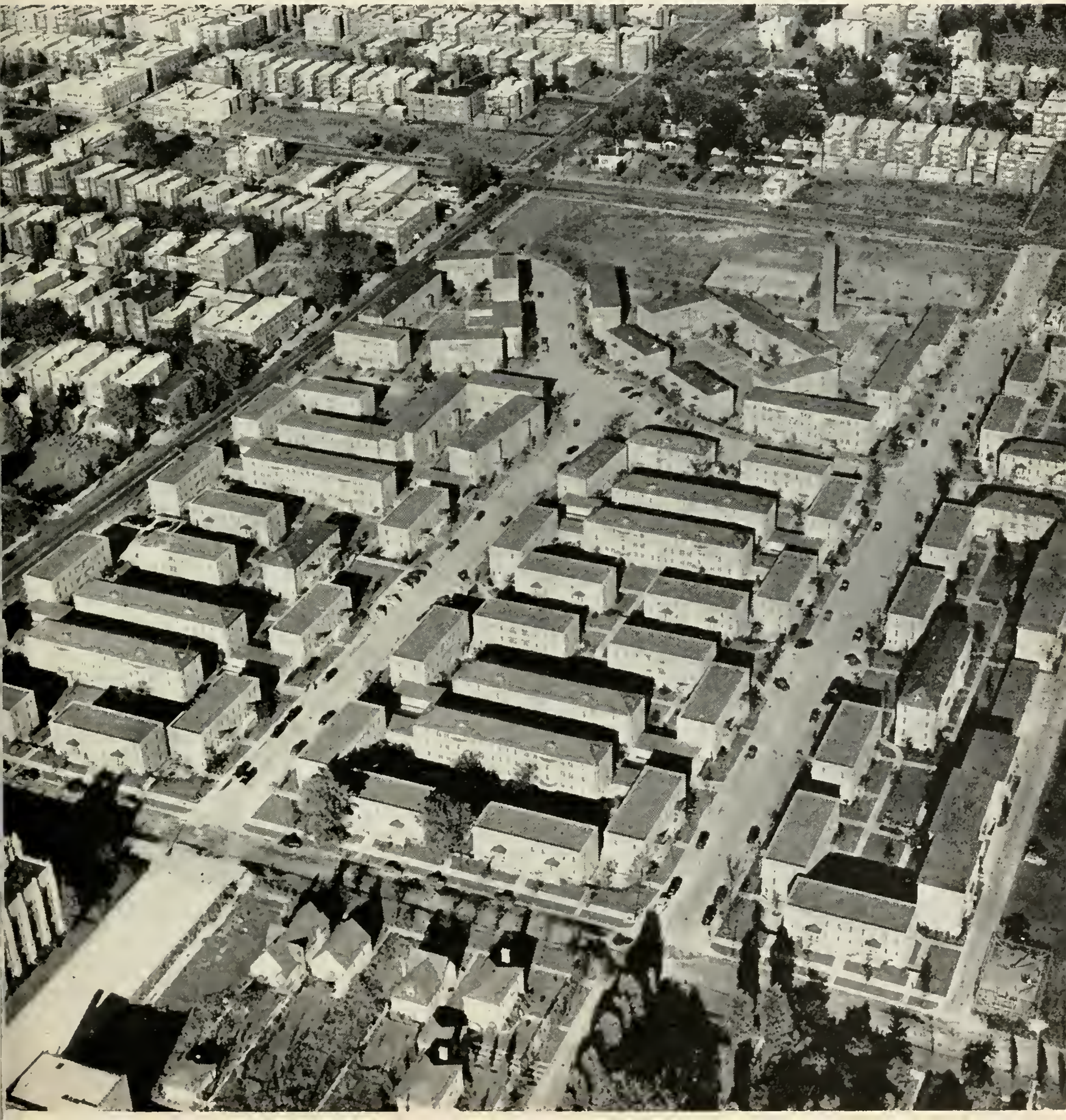
In 1938, the Plan Commission began to lay the groundwork for an intensive study of Chicago's planning problems. Acting jointly, the City of Chicago and the Federal government agreed to share the expenses of an "inventory" of Chicago's resources and needs. It was determined that a land use survey could be conducted in Chicago as a Works Progress Administration project. Under the supervision of the Plan Commission and the sponsorship of Mayor Edward J. Kelly, work on the Chicago Land Use Survey began in March, 1938.

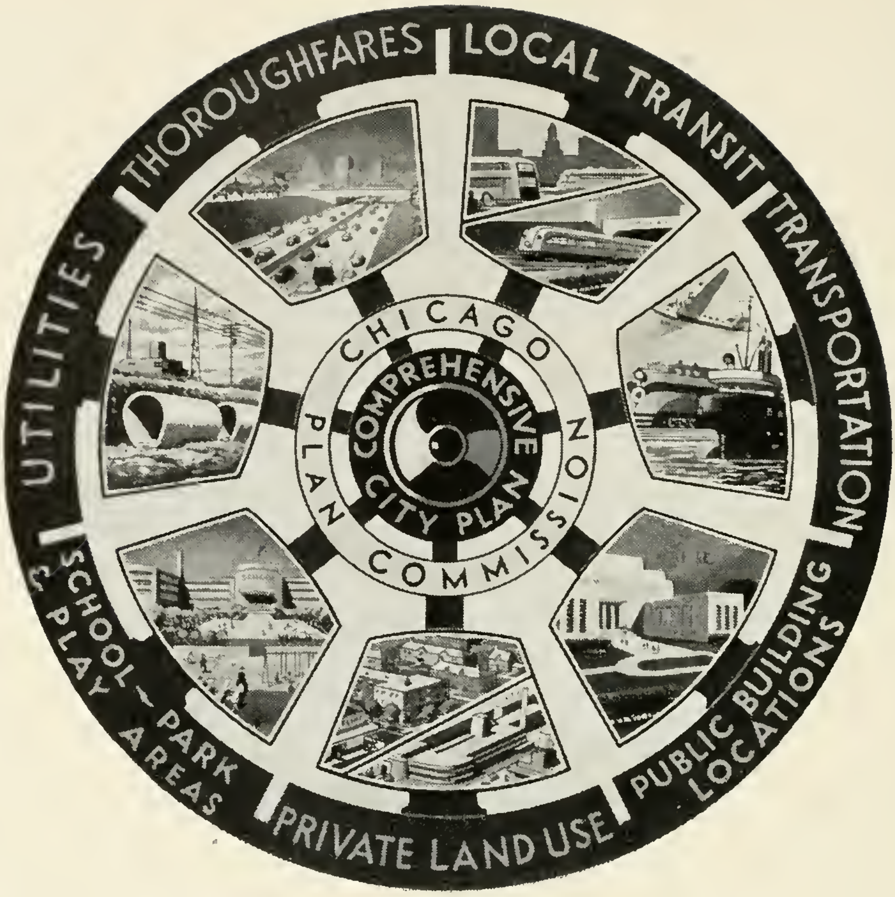
A trained staff, at one time numbering as many as 3,000 persons, was employed to examine every parcel of land and every building in the city. Data on land uses throughout Chicago, dwelling unit characteristics, values, rentals, and occupancy were tabulated, assembled, and checked for accuracy. *No survey of comparable scope and detail ever has been undertaken in any other large city.*

New Commission Powers

In 1939, Mayor Edward J. Kelly suggested to the City Council that the Plan Commission be reconstituted as the official planning body of the city and be given the power to prepare a comprehensive city plan to meet contemporary needs. This was done. At the same time, the Council also adopted a resolution which created a City Planning Advisory Board to assist the commission. This group is composed of 50 members of the City Council, seventeen other public officials ex-officio, and 200 citizens representative of all the communities and neighborhoods in the city.

The great Chatham Park housing development at 83rd and Cottage Grove Avenue exemplifies some of the advantages of neighborhood planning.




THOROUGHFARES
LOCAL TRANSIT
TRANSPORTATION
PUBLIC BUILDING LOCATIONS
PRIVATE LAND USE
SCHOOL — PARK
& PLAY AREAS
UTILITIES
CHICAGO PLAN COMMISSION
COMPREHENSIVE CITY PLAN

SYMBOL OF THE COMPREHENSIVE CITY PLAN

This symbol portrays the dynamic concept under which the Comprehensive City Plan of Chicago is being developed. It conveys graphically the content and organization of the plan and is conceived as a wheel made up of seven segments, each representing a fundamental phase of urban living, all rotating about and firmly bound to the hub, the city plan. Each element is carried on a spoke which has been fitted into the hub through the Plan Commission. The stability of the whole rests upon the co-ordinated development of all of the parts. As the smooth rolling of a wheel demands balance, strength, and skilled craftsmanship, so the Comprehensive City Plan calls for careful integration, sturdy realism and integrity, and imaginative but aggressive leadership. Forward motion, in pace with the city's steady march of progress, will be achieved through adoption by the City Council as the Official Plan of Chicago.

In 1941, the Plan Commission began a series of background studies necessary to the technical preparation of a city plan. The existing and predicted economic foundation of Chicago was spotlighted by the Commission in 1942 in a planning report to the public entitled, "Industrial and Commercial Background for Planning Chicago." In this study, the *city was placed under a planning microscope, examined in detail, and recommendations were made for its commercial and industrial development.*

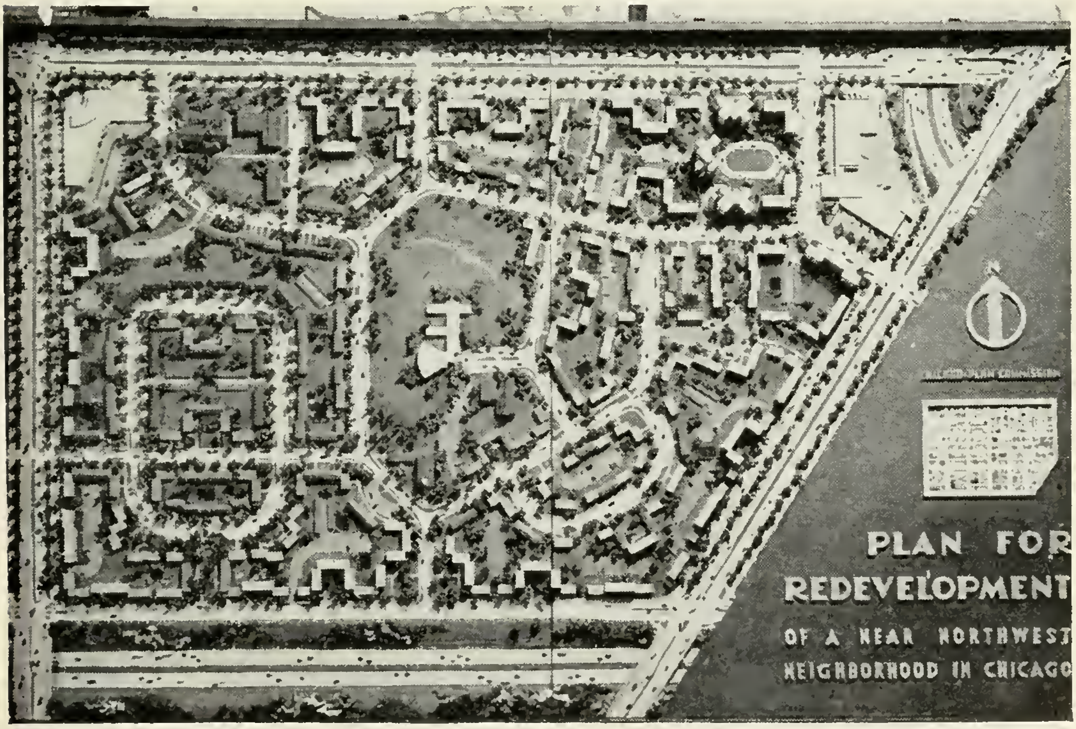
In 1942, the commission completed a study of population trends in the Chicago region. When Volumes I and II of the Chicago Land Use Survey were published in 1942 and 1943, the commission had then assembled enough planning data to begin crystalizing the elements of the city plan.

Developing the Comprehensive Plan

The comprehensive plan of a city is a valuable guide to assist private individuals and public officials in the achievement of beneficial objectives through coordinated action.

Logically, the *pattern of thoroughfares* forms the basic framework of the city plan. Beginning in March, 1943, a series of conferences were held with engineers of the principal street and highway agencies in the Chicago area. In December, the commission transmitted to the City Council *a revised program for the development of expressways*

As part of its planning service, the Plan Commission builds scale models, such as the one below, to visualize neighborhood layouts.



and thoroughfares in Chicago.

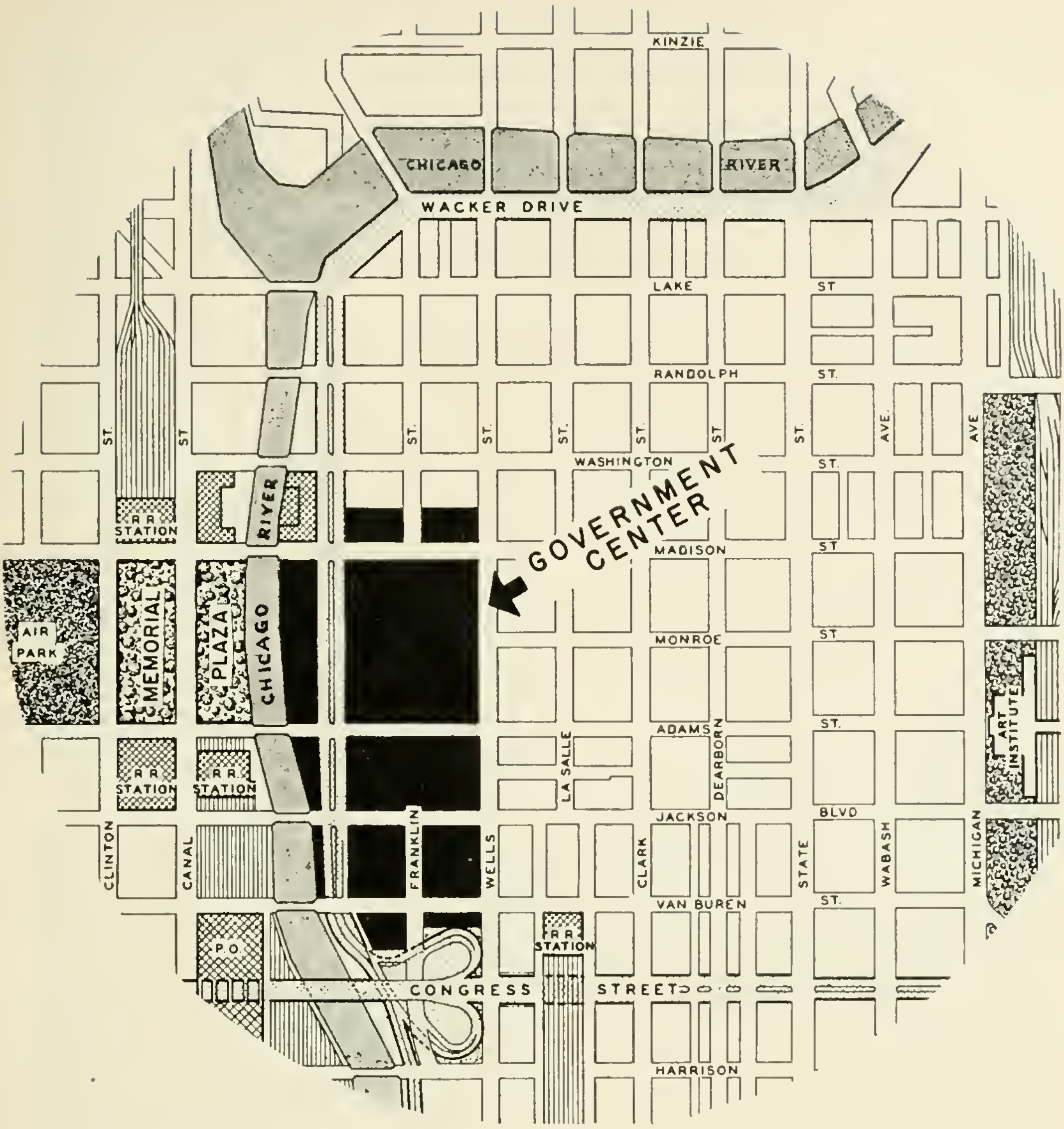
With the aid of official highway and traffic agencies, the commission also prepared a plan of major and secondary thoroughfares designed to accommodate the needs of traffic inter-connecting with the expressway system and interchanging between community areas. This complete system of thoroughfares was made a part of the preliminary comprehensive city plan of Chicago which was transmitted to the City Council in May, 1946.

Transportation Planning

Constructive steps have been taken by the commission to ensure Chicago's high position as a transportation center. At the request of the Chicago Airport Selection Board, a detailed brochure offering the factual data and the exploratory studies on the airport problem was prepared by the Plan Commission in 1945 to assist the board in analyzing and reaching a conclusion on *potential airport sites.*

The chairman of the commission has been active in supporting efforts *to improve railroad terminal facilities.* Conferences have been held with the groups formed by the railroads to study this matter jointly with the City of Chicago.

To protect them from the dreaded "bends," these miners who helped build extensions of our sewer system wait in an air lock for the air pressure to be equalized with that of the inner tunnel. In quicksand sections the pressure was raised to 27 pounds.


KINZIE
CHICAGO
RIVER
WACKER DRIVE
LAKE
ST
RANDOLPH
ST.
WASHINGTON
ST.
MADISON
ST
MONROE
ST
ADAMS
ST.
JACKSON
BLVD
VAN BUREN
ST.
CONGRESS
STREET
HARRISON
CLINTON
ST.
CANAL
ST.
FRANKLIN
ST.
WELLS
ST.
LA SALLE
ST.
CLARK
ST.
DEARBORN
ST.
STATE
ST.
WABASH
AVE.
MICHIGAN
AVE
GOVERNMENT CENTER
AIR PARK
MEMORIAL
PLAZA
CHICAGO
RIVER
R R STATION
R R STATION
R.R. STATION
R R STATION
P.O.
ART INSTITUTE

PROPOSED SITE FOR GOVERNMENT BUILDINGS AND OTHER APPROPRIATE STRUCTURES

Both the Chicago Plan Commission and the City Planning Advisory Board passed resolutions favoring the *transit unification* ordinance in 1945. Numerous conferences between engineers of the Department of Subways and Superhighways, the Chicago Transit Authority and the Plan Commission have provided up-to-date information for use in city transit planning. The consolidation of local transit lines under the Transit Authority, as provided by law, will enable the Plan Commission to cooperate more closely with the authority in coordinating local transit facilities with other phases of the comprehensive city plan.

$28,000,000 Park Plan

A report on another major element of the comprehensive plan—the plan of *Park and Play Areas for Chicago*—has been reviewed by the Plan Commission and the City Planning Advisory Board and should be ready for publication in 1947. The Chicago Park District has adopted the principles underlying this part of the plan for use in the selection of park sites in a $28,000,000 program of community park expansion.

In connection with the $4,000,000 program for small park development being conducted by the Bureau of Parks, Recreation and Aviation, *the Commission has reviewed 96 proposed locations in order to coordinate the program with the commission's recommendations for neighborhood play areas.* The commission's recommendations for combining park and school sites, and for treating elementary and high schools respectively as neighborhood and community centers has been generally accepted by the Board of Education.

Planning for Better Neighborhoods

Every major subdivision developed in Chicago during recent years has benefited from Plan Commission counsel. Proposed layouts for eleven multi-family-type projects, aggregating approximately 2,700 dwelling units, and thirteen subdivision projects, containing lots for approximately 1,800 single-family detached dwellings, were submitted voluntarily to the Plan Commission for review in 1946.

A Plan Commission study analyzed and classified the living areas

Chicago plans for many additional miles of expressways to speed the flow of future traffic.

Apartment areas of the future will feature building arrangements that permit a maximum amount of daylight for all tenants.

of the city in 1943 and set forth a generalized pattern of population and housing distribution. The basic principles of this report were adopted by the City Council, including redevelopment in blighted areas, subdivision design and control standards, and land use in the central business district.

Late in 1946, work was completed on an important Plan Commission study of the Woodlawn community conservation project. Copies of this planning study, which analyzes the problems of communities that are in danger of becoming blighted areas, are being distributed currently.

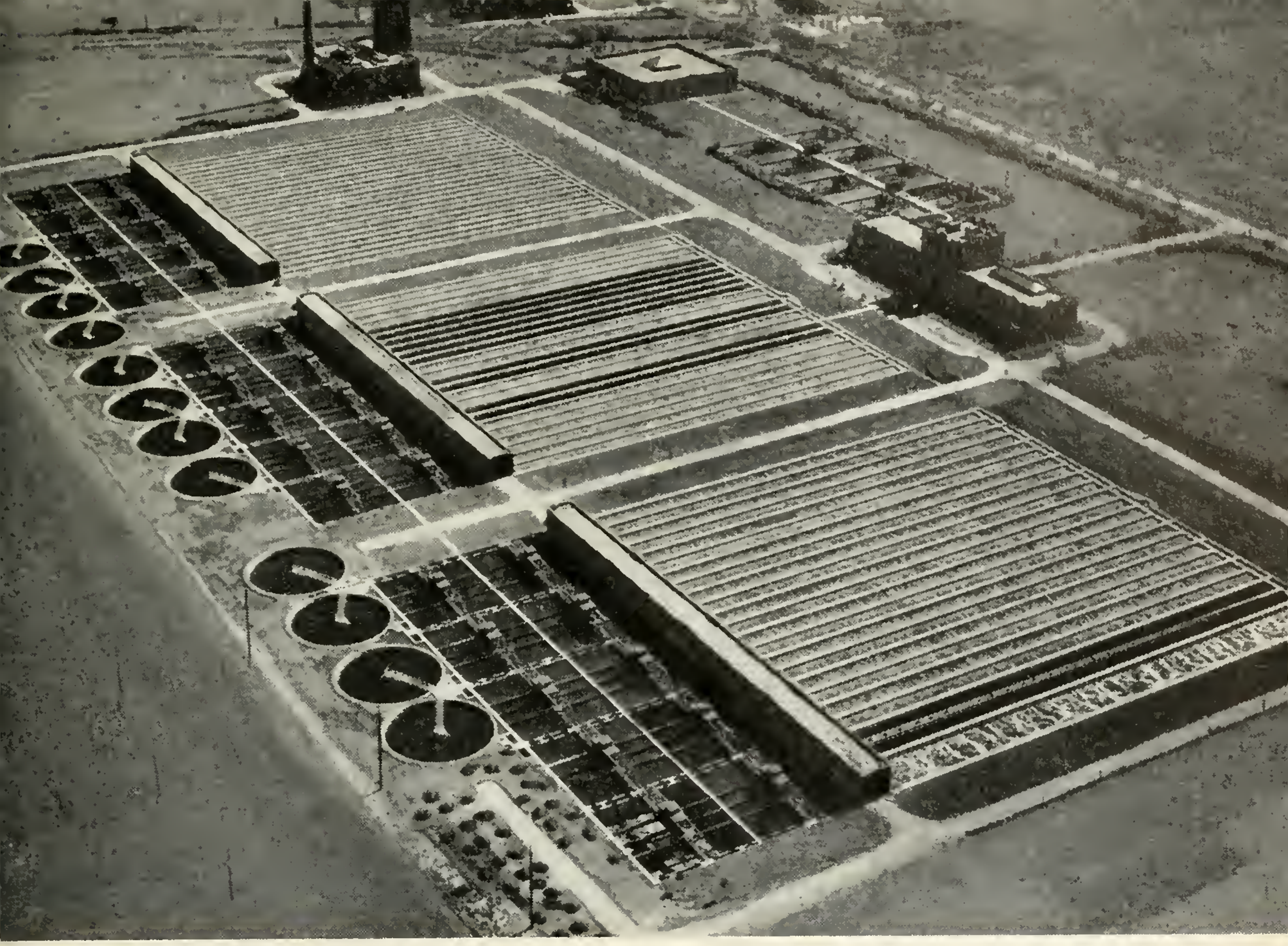
Government Center

As the Plan Commission's studies have progressed, various locations for a *Government Center* have been analyzed. Such a development is proposed *as part of* the comprehensive city plan. Preliminary plans have been started in connection with a tentative site location on the west side of the Loop along both banks of the Chicago River. It is anticipated that the center eventually will house the central offices of the administrative, legislative, and judicial branches of the City of Chicago, County of Cook, State of Illinois, and possibly Federal offices operating in Chicago.

Public Works Planning

At the request of Mayor Kelly in the fall of 1943, the Plan Commission assembled data on all public works projects scheduled for construction by various local governmental agencies and city departments. As a result of this activity, the commission presented a program of public improvements for Chicago. Each proposed public works project was considered as to its need, its cost of construction,

The development of our city along the lines of sound city planning has preserved our lakefront as a recreation area for all to enjoy.



Aerial view of the Northside sewage treatment works. Sound city planning looks ahead and anticipates future needs for such vital public facilities.

and its long-term value in relation to the objectives of the comprehensive city plan.

Statistical summaries of all public works projects being completed within the city are maintained currently by the commission. During the year 1946, plans for over 350 projects were referred to the commission by various departments of government for review and report on their consistency with the objectives of the city plan.

The Plan Commission's housing study was completed during the early part of 1946. The conclusions and recommendations of the report were extracted and *made public through transmission to Mayor Kelly and the City Council* on March 8, 1946. When the completed report was released, it was acclaimed generally as a convincing statement of facts.

Mapping the Future

In recognition of the need for a graphic report of progress on the development of the plan, the commission published in 1946 a large, multi-colored map offering a generalized presentation of the physical elements of the comprehensive plan. The map, called the *"Preliminary Comprehensive City Plan of Chicago,"* was transmitted to the City Council in May, at the direction of Chairman A. H. Mellinger.

Looking to the ultimate use of the comprehensive plan by the City Council as a basis for improving the zoning of the city, the Plan Commission is preparing detailed planning studies for each of the 59 community areas outlined in the preliminary plan.

In order that the numerous problems incidental to large scale urban redevelopment might be brought into sharper focus, the Plan Commission made an exhaustive analysis of a blighted area located immediately northwest of the central business district. This study has drawn the attention of operative builders and other developers to the opportunities which remain largely untouched in blighted areas.

What the Plan Means to Chicago

The comprehensive city plan is a guide-plan for the people. Its objectives are attainable. Its recommendations are calculated to improve living and working conditions throughout Chicago and to strengthen the structure of the city as a whole. Its ideals are identical with the objectives of good municipal government. Good city planning is an essential part of good government, just as foresight and planning are indispensable to the profitable conduct of private affairs.

The plan is a yardstick with which day-to-day improvements can be measured for their ultimate effect on the city. Within its framework there is an opportunity for every reasonable enterprise. Property owners can proceed with capital improvements with a greater degree of security; tenants can be assured of a more attractive living environment; and public officials can proceed with increased confidence to provide essential public works.

Today's ideas become tomorrow's accomplishments. Chicagoans are determining today the kind of city that will belong to their children tomorrow. Without soundly conceived and popularly supported plans, deterioration within the city will be accelerated. The preliminary comprehensive city plan accents the need for concerted action by all to face squarely the complex problems that have accumulated at such an alarming rate during recent years and now threaten urban living conditions. Great strength of purpose is required to face these facts and to plan wisely and deliberately for civic betterment. The courage that characterized Chicago's efforts after the great fire in 1871 must be brought forth anew to meet Daniel Burnham's challenge, "Make no little plans."

MAJOR CONTACTS

of the

CHICAGO PLAN COMMISSION

Which Display the Scope of the Commission's Co-ordinating Function in City Planning

FEDERAL

Civil Aeronautics Administration
Federal Housing Administration
Federal Works Agency
National Housing Agency
Public Buildings Administration
U.S. Public Roads Administration

STATE

Illinois State Division of Highways
Illinois State Housing Board
Illinois Post-War Planning Commission
Illinois Department of Aeronautics

COUNTY

Board of Cook County Commissioners
Board of Forest Preserve Commissioners
Cook County Highway Department

MUNICIPAL

Board of Local Improvements
Board of Zoning Appeals
Bureau of Parks, Recreation and Aviation
Chicago Academy of Sciences
Chicago Housing Authority
Chicago Municipal Tuberculosis Sanitarium
Chicago Street Traffic Commission
Chicago Transit Authority
City Council Committees
City Planning Advisory Board
Department of Buildings
Department of Law
Department of Public Works
Department of Streets and Electricity
Department of Subways and Superhighways
Engineering Board of Review

OTHER GOVERNMENTAL

Board of Education
Chicago Library Board
Chicago Park District
Sanitary District

CIVIC

Chicago Association of Commerce and Industry
City Club of Chicago
Commercial Club of Chicago
South Side Planning Board
Southtown Planning Association
Woodlawn Planning Committee of the Associated Clubs of Woodlawn

PROFESSIONAL

American Institute of Planners
American Transit Association
Chicago Chapter, American Institute of Architects
Chicago Metropolitan Home Builders Association
Chicago Real Estate Board
Chicago Technical Societies Council
National Committee on Housing
Illinois Society of Architects
Urban Land Institute, Washington, D.C.
Western Society of Engineers

OTHER

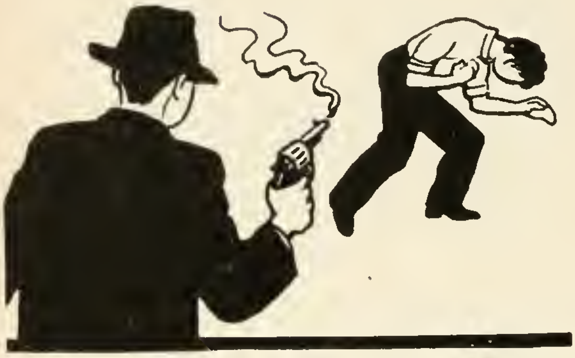
Bell Savings and Loan Association
Central Manufacturing District
Chicago Housing Center
Chicago Recreation Commission
Chicago Regional Planning Association
Clearing Industrial District
Commonwealth Edison Company
Council of Social Agencies
Illinois Bell Telephone Company
Illinois Northern Utilities Company
Medical Center Commission
Metropolitan Housing Council
Peoples Gas, Light, and Coke Company
Public Service Company of Chicago
South Side Railroad Terminal Committee
State Street Council
Territorial Information Department
U.S. Savings and Loan League
Western United Gas and Electric Company

MODERN HOUSING

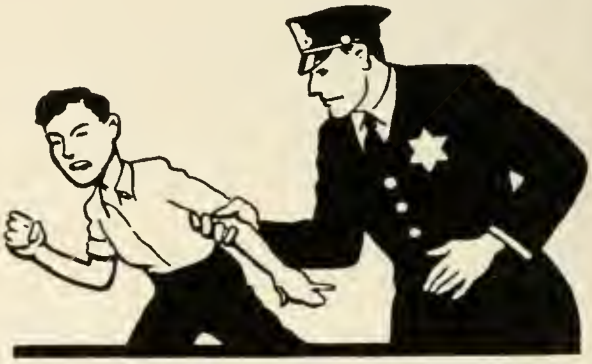
REDUCES CRIME, DISEASE AND DEATH

SLUM AREAS IN LARGE CITIES CONTRIBUTE:

45% OF MAJOR CRIMES

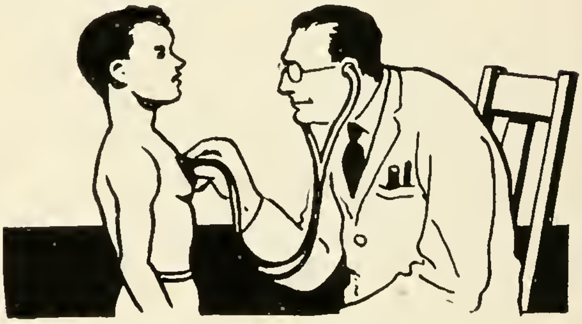


55% OF JUVENILE DELINQUENCY

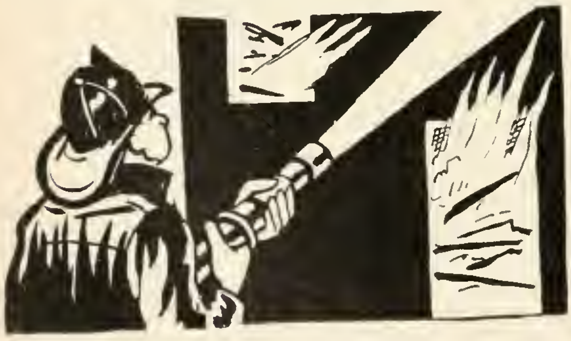


60% OF TUBERCULOSIS DEATHS

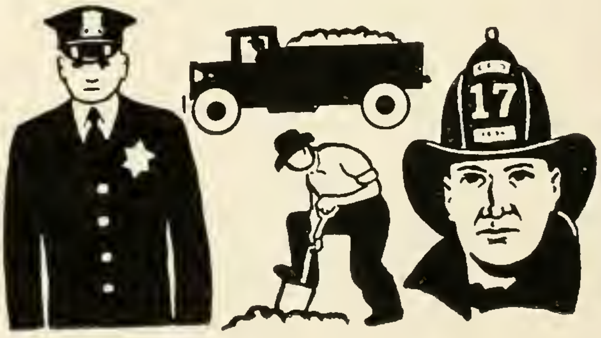
50% OF THE DISEASES



35% OF FIRES



45% OF CITY'S SERVICE COSTS



PAY CHECKS
LINE FORM THIS SIDE

DEPARTMENT OF

FINANCE

The handling and distributing of $200,000,000 a year, carried in 150 separate funds, is only one of the functions of this efficient department.

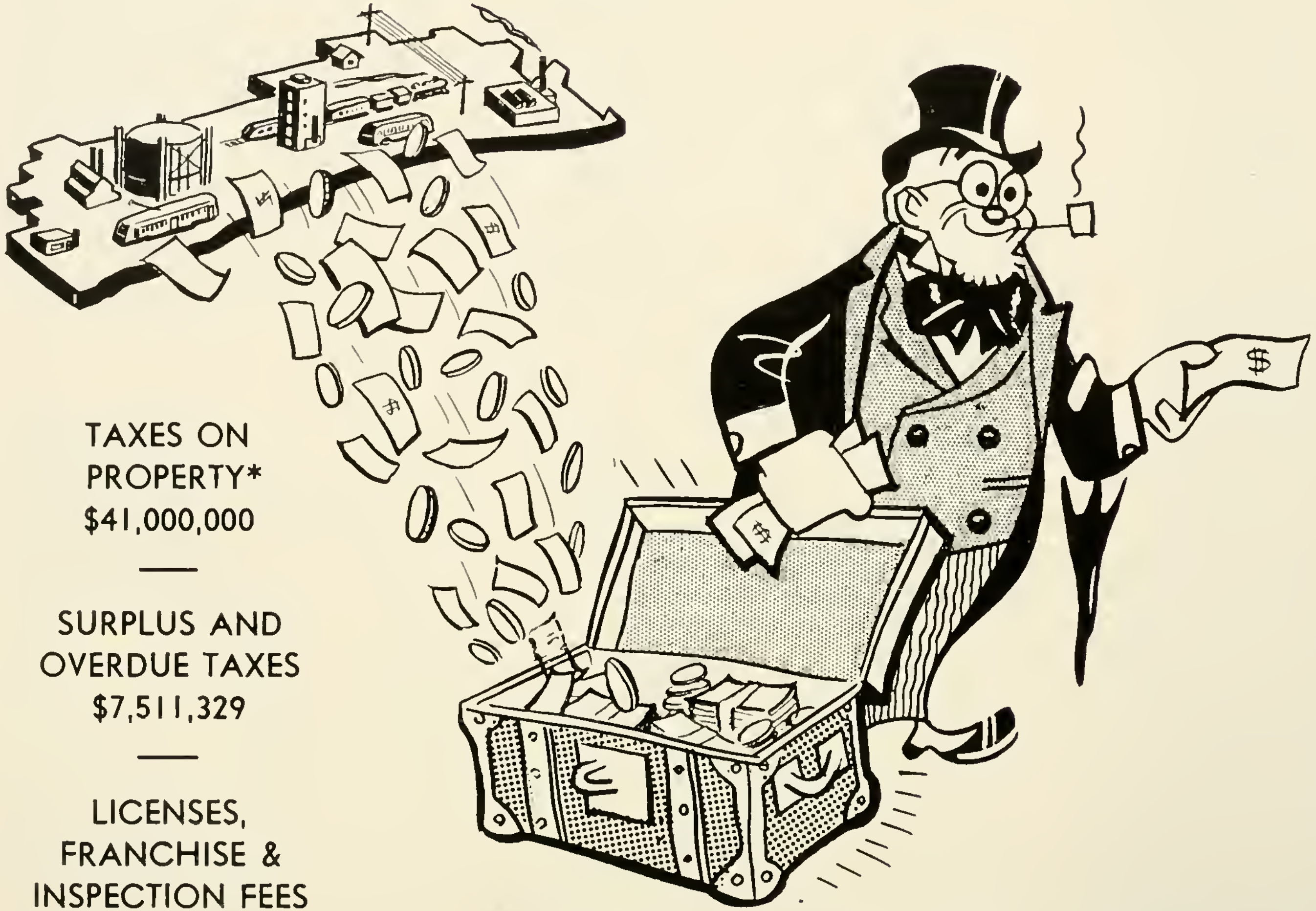
The record of Chicago's rise from near-bankruptcy to solvency appears elsewhere in this report. The technical details involved in the series of fiscal transactions which made this possible have been carried out by the Department of Finance. Included in these many details have been the issue and sale of city securities, the payment of city debts, the collection and disbursement of city funds, the preparation of annual budget bills—and the accounting and checking of every dollar of public expenditure.

Since 1933 the head of the Department of Finance and the city's chief financial officer has been Robert B. Upham. He is the watchdog of the city treasury. Under his direction a staff of experts, most of them under civil service, carry on the meticulous job of seeing that every payroll entry, every voucher and every contract has been properly authorized and is legally chargeable against a specific appropriation. He signs every Board of Education check, warrant and bond.

In the past thirty-one years, none of the city accounts, which now total some $200,000,000 a year, has been "off" so much as 5 cents!

1947 CORPORATE BUDGET

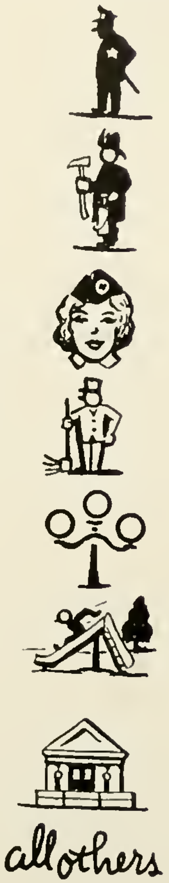
WHERE THE CITY'S $74,026,329 COMES FROM



TAXES ON PROPERTY*	$41,000,000
SURPLUS AND OVERDUE TAXES	$7,511,329
LICENSES, FRANCHISE & INSPECTION FEES	$29,615,000

***TOTAL $74,026,329**

AND HOW IT IS SPENT FOR VARIOUS SERVICES



POLICE	$26,133,996
FIRE	$11,985,114
HEALTH	$3,124,562
STREETS, MAINTENANCE AND LIGHTING	$12,475,491
PLAYGROUNDS	$2,154,636
COURTS	$2,962,632
allothers	$15,189,102

TOTAL $74,025,533

**$41,000,000 is the "pegged levy," fixed by the State as the city's maximum share of property taxes collected in Chicago. But the $41,000,000 is NOT net. It costs money to collect the taxes, and losses occur—reducing the real net to about $37,000,000.*

R. B. Upham, city comptroller.

Department Audits Funds

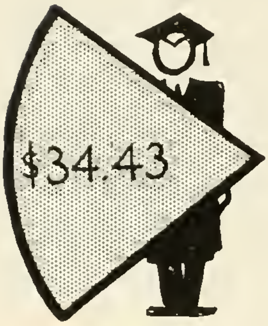
This record is particularly remarkable in view of the fact that the Department of Finance is responsible for auditing and entering all receipts and disbursements of the city government, including the water fund, the corporate purposes fund, the vehicle tax fund, the traction fund, the various bond funds, the Public Library and Tuberculosis Sanitarium funds. Included in these audits are the amounts collected by the City Collector through the vehicle license, general license, warrants for collection, and special assessment collection divisions. It is the comptroller's responsibility to see that all amounts due the city are controlled and that all receipts reach the City Treasurer.

Without this constant vigilance over the city's revenues, countless fiscal leaks might easily develop. As a matter of fact, the Comptroller's audit of a single public utility compensation account disclosed a discrepancy which, when corrected, produced additional revenue for the corporate fund of more than $500,000.

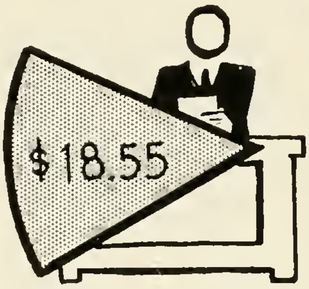
Before a city check can be issued, experts in the Comptroller's office must verify the legality of the expenditure, see that the corresponding voucher or payroll has been properly prepared and signed, and charge it to its proper account. This last is in accordance with the appropria-

THE $100 TAX PIE

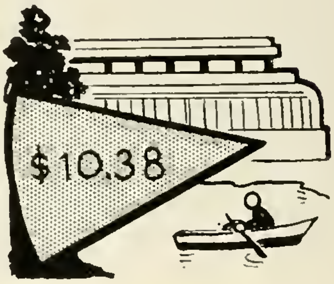
$100 OF 1945 TAXES, COLLECTIBLE WITHIN THE CITY OF CHICAGO IN 1946, WERE DISTRIBUTED AS FOLLOWS:



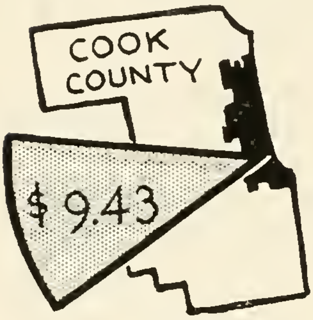
EDUCATION



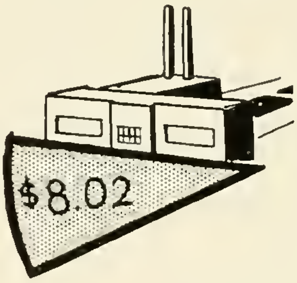
CITY OF CHICAGO
(Corporate)



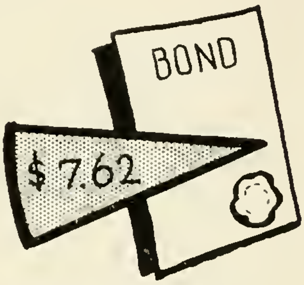
PARKS


COOK COUNTY
$9.43

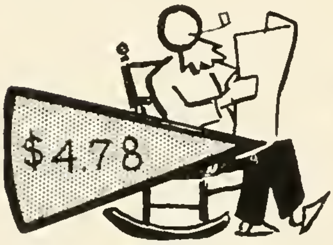
COUNTY



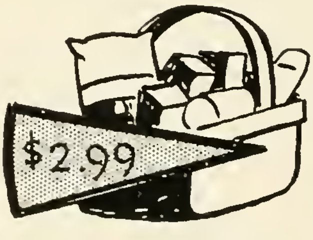
SANITARY DISTRICT



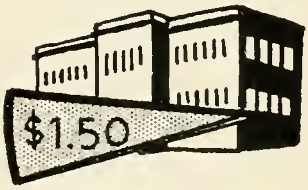
CITY BONDS &
JUDGEMENTS



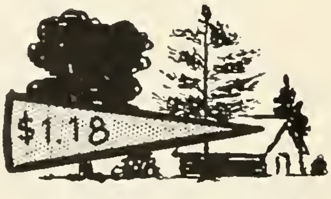
CITY PENSIONS



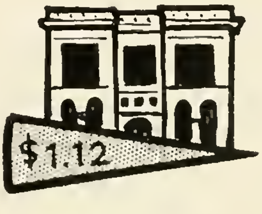
POOR RELIEF



T.B. SANITARIUM



FOREST PRESERVE



LIBRARY

Accurate, highly current financial statistics for the control of funds are made possible by high-speed, electric tabulating machines operated by skilled workers.

tion and classification code prepared by the City Comptroller and adopted by the City Council.

Issues City Pay Checks

Because the City of Chicago employs approximately 25,000 employees the year around, many of whose salaries are subject to pension, withholding tax and United States Savings bond deductions, the task of issuing semi-monthly payroll checks is a tremendously complicated one. In the past five years, for instance, city employees have purchased more than $14,000,000 worth of United States savings bonds, all issued by the Comptroller's office.

To facilitate this exacting work, the most modern office procedures and equipment are used. By employing master cards for each regularly-paid city employee, each card punched in accordance with a special code, the Comptroller's office can issue 25,000 pay checks—each one bearing the name of the recipient, each one figured in accordance with wage scales, pension, tax and other deductions—at the rate of 80 a minute! Printed simultaneously are the employees' earning records.

Chicago's Receipts from the

FEDERAL GOVERNMENT

1935-1946

Part of the huge amounts of money paid by Chicagoans to the Federal Government was returned, largely via WPA and PWA, between 1935 and 1946. In round numbers, these receipts were:

Police and Fire Houses	$ 580,000
Bridges and Viaducts	2,332,000
Branch Public Libraries	129,000
Street and other improvements	3,655,000
Subway Construction	17,124,000
Water Filtration Plant	5,745,000
Health Services	2,509,000
Water Facilities	151,000
Post War Plans & Preparations	302,000
TOTAL	**$32,527,000**

STATE AID FUNDS

Received by City of Chicago

1933-1946

Motor fuel tax allotments for the building of State Aid highways in Chicago	$ 56,893,791.70
General funds (principally derived from state sales tax) to supplement the city's $54,495,301.12 share in Welfare	184,492,242.71
General funds for use by the city for health service	85,333.97
TOTAL	**$241,471,368.38**

The above sum is but a fraction of the amount paid to the state by Chicagoans between 1933 and 1946.

Where Money Goes

A study of the Comptroller's annual report shows to the penny where Chicago's money comes from and where it goes. These data are represented graphically on the opposite page. Notice that the amount receivable from local taxes for corporate purposes is "pegged" by state law at $41,000,000 a year, out of which approximately $4,000,000 must be deducted for cost and loss in collection. This $41,000,000 is only 18.5 per cent of all local tax revenues. Out of every $100 of taxes collected locally in 1945, the Board of Education received $29.57 for educational expenditures, $3.57 for school buildings, and $1.29 for servicing and retirement of bonds. The Park District received $10.38.

In addition to the $18.55 out of every $100 of the citizen's tax bill, which is allotted the city for corporate purposes, $2.99 goes for poor relief, $7.62 to pay judgments against the city and to meet bond payments, $1.50 for the Municipal Tuberculosis Sanitarium, $4.78 to pay pensions of city employes and $1.12 for the Public Library. Fixed by state law, these amounts cannot be changed by action of the Mayor or City Council.

To make up the additional revenue required to operate the city in 1945, $26,108,000 was obtained from local license and inspection fees, received by the City Collector and paid daily into the city

CHICAGO GETS ONLY
$1 OUT OF $10 BACK!

Of approximately $440 million, which the State of Illinois derives from all sources annually—the bulk of it from urban areas—only $16 million is returned for **all** local purposes. Approximately half—or $8 million goes to the City of Chicago and Cook County as local aid.

In a typical month—October, 1946—the State of Illinois received from various taxes—

Cigarette Tax	$ 1,703,301
Motor Fuel Tax	4,067,322
Public Utility Revenue Tax	1,086,982
Retailers Occupation Tax	13,002,972
Liquor Tax	2,864,183
Oil Inspection Fees	43,292
TOTAL	**$22,768,052**

Approximately one-half — or $11,000,000 — came from Chicago. Only $1,245,000 trickled back to the City of Chicago and Cook County as state aid. Chicago pays almost $10 in state taxes for every state aid dollar spent in Chicago.

Statistical division of the Bureau of Payrolls.

treasury, from compensation received by the City Comptroller for use of public ways and places, and from miscellaneous other sources. Another $7,325,000 represented a surplus of assets to be collected.

In addition to these local revenues, Federal and state funds have been allocated to the city for special purposes, as shown on the accompanying chart.

Rising Costs

The cost of running a city has increased in the same proportion in the past few years as the running of a business or a home. The expense in 1946 was $13,559,000 greater than in 1933. The cost of the police department has gone up nearly $6,000,000, due to a much needed increase in the number of patrolmen—plus the fact that the base maximum pay of $2,500 for 1933 rose to $3,210 in 1946. The same situation applies to firemen; we now have more of them, at higher pay, so that an increase of nearly $3,500,000 has been experienced. There have been corresponding increases, also, in the cost of the street department, health department, bureau of sewers and many other divisions of the city government.

State Allotment Small

Compared with other American cities, the amount collected here and allocated back by the state is pitifully inadequate. While the City of Chicago receives only a third—or about $6,000,000 a year—of the gasoline tax collected by the State of Illinois, for use on state-approved highways incidentally, other states share the taxes they col-

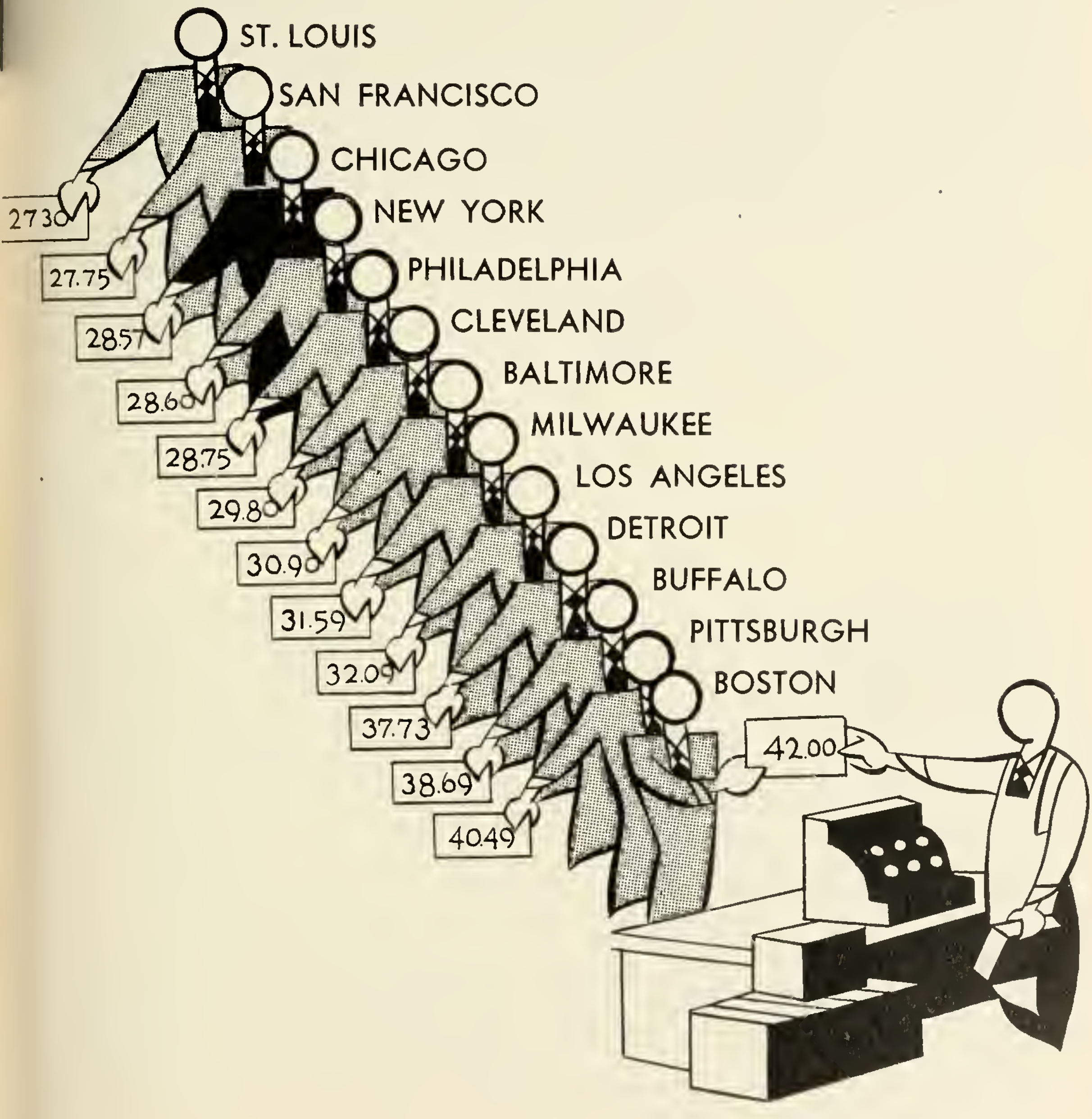
CHICAGOANS PAY *Less* FOR GOVERNMENT

COMPARISON OF TAX RATES IN CITIES OVER 500,000 POPULATION

Rates Adujusted to 100% Full Valuation

PER $1,000 VALUE

FOR YEAR 1946

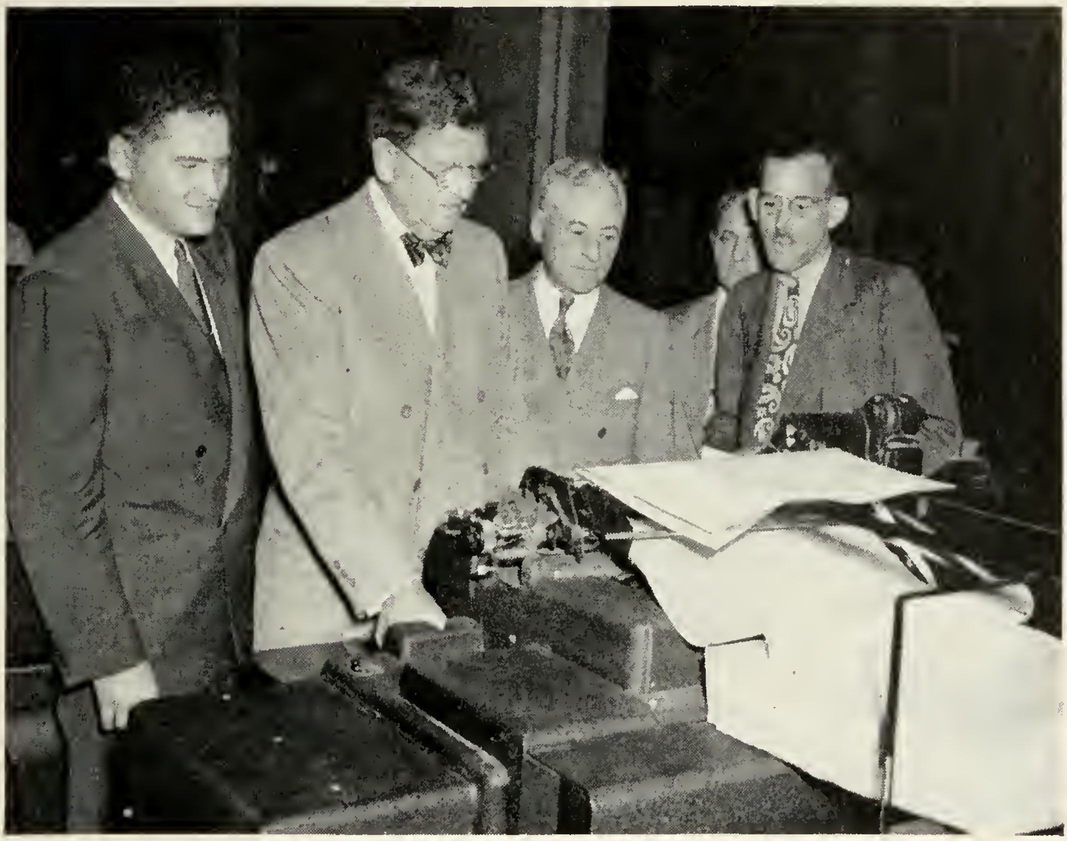


The electric machine in this picture prints, signs and totals hundreds of checks per minute.

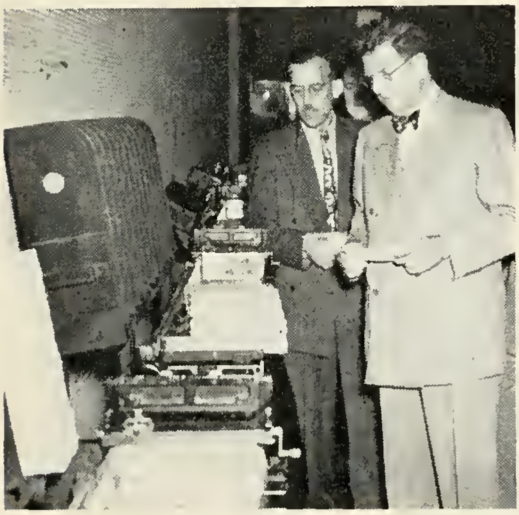
lect far more generously. New York State, for instance, allots New York City more than $13,000,000 a year as its share of its corporate franchise tax, $12,500,000 of the personal income tax. New York State permits New York City to levy its own local sales tax, a source of another $40,000,000 revenue a year, and a general business and financial tax which nets nearly $13,000,000. The last session of the state legislature authorized New York City to increase its resources by $142,000,000, its annual revenues by $67,000,000. In addition, it granted all cities in the state an additional contribution of $6.75 per capita. Although the City of Chicago supplies the bulk of all tax revenues collected by the State of Illinois, it receives back only a tiny fraction of these millions—a situation unparalleled among other large cities in the land.

Lacking home rule rights enjoyed by other cities, denied an equitable share of state-collected revenues, Chicago has made a virtue of necessity. Its per capita costs of operation are far below those of other cities of comparable size. Costs of local government may be expected to rise in accordance with population. But Chicago, the second city in the land, ranks twelfth in per capita costs, according to the latest United States Census report.

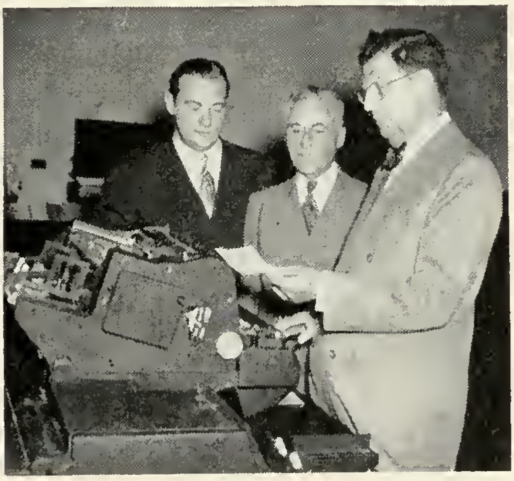
A VISIT FROM THE MAYOR



Following the installation of modernized equipment in the statistical division, Mayor Kelly makes an inspection visit. Here he is watching the entirely automatic operation of an electric payroll tabulator.



The Mayor examines a check produced on a new IBM check printer.



This machine sorts cards electrically according to serial numbers.

Chicago Costs Are Low

Chicago has comparatively few employees—one policeman to every 523 people, compared with one to every 478 for New York City, one for every 385 for Detroit. Chicago employs only one fireman for every 1,209 people, while New York City employs one for every 905, Philadelphia one for every 777. It costs Chicago only $2.25 per capita for street cleaning, waste collection and waste disposal. New York City pays $4.60, Detroit $3.65 per capita.

Because of the wide variation in valuations of real estate and methods of computing assessments for taxation purposes, it is difficult to compare the property tax rates of various cities. Moreover, Chicago is without sales, income or other special local taxes and must depend for the bulk of its revenue on property taxes. However, a comparison of tax rates in cities of more than 500,000 population, adjusted to 100 per cent of full valuation, shows Chicago's property tax rate to be eleventh—not second—for 1946.

Chicago's $41,000,000 tax bill for corporate purposes, minus loss and cost, amounts to only $10.20 per person a year for all ordinary city operating purposes—or less than $1.00 a month. For that $1.00 the Chicagoan receives police protection, fire protection, public health service, garbage collection, street cleaning, street maintenance, street lighting and repairs, maintenance of parks, beaches and playground—the biggest $1.00 bargain in America today.

The City Collector

The City Collector's Office collects more than $150,000 a day. In 1946 these collections totalled $47,707,856.86, of which $29,881,629.92 came from license and permit fees. General license and permit fees yielded $14,881,629.92; vehicle licenses, $4,840,555.60; retail liquor licenses, $8,560,200; special liquor permits (for additional hours), $537,075; music and dancing licenses, $29,145; cigarette dealers, $1,095,545; automatic amusement machines, $10,440; juke boxes, $153,100; barber shops, $22,560; retail florists, $42,750; flammable liquids storage, $129,319.75; filling stations, $326,001.50. An additional $8,501,580.10 came from warrants for collection. Other collections: insurance tax, $506,539.38; sundry funds, $524,128.56; water fund, $349,452.84; vehicle act violations, $144,724; vehicle tax fund reimbursements (on warrants), $122,320.77. Deposits amounted to $3,312,420.75, and miscellaneous collections, $4,324,026.96.

Chicago's Corporation Counsel, Barnet Hodes.

DEPARTMENT OF LAW

A staff of highly trained specialists in municipal law defend the city and provide legal guidance for its administrators.

Thanks to the consolidation program, revolutionary changes have been made in handling the city's legal business. The Municipal Code was revised and published in loose-leaf form, so that new ordinances and amendments could be added as they were enacted, thus eliminating much confusion and uncertainty and speeding up the work of courts, of lawyers, city department heads and the Law Department itself.

Improved, modern techniques of administration were inaugurated, as graphically illustrated in the organization chart contained in this report. A continuous study of administrative procedure and socio-economic problems affecting municipal government has been made; and, in trend with the times, a Civil Rights Unit was added during the past year. This unit gives substantial legal weight to the operations of the Mayor's Committee on Human Relations and to the Fair Employment Practices Ordinance passed by the City Council in 1945.

Attorneys who become assistant corporation counsel, assigned to the torts division, are required to attend medical law indoctrination lectures.

During the past twelve years, the Chicago Law Department disposed of 1,562,942 quasi-criminal cases and 9,462 civil suits. It examined 754,183 police reports, conducted 15,549 legal investigations and 3,775 investigations of suspicious fires. It participated in 9,311 hearings before administrative bodies, rendered 2,543 formal opinions and examined 20,342 legal documents. It represented the city in 414 actions before the Illinois Appellate, the Illinois Supreme and the United States Supreme Court.

Reduction in Claims Against the City

Litigation involving interest on condemnation award judgments	$100,000,000
Personal injury cases	51,648,692
Back salary claims	1,049,398
Public Improvement Damage cases other than subway cases	1,784,517
Total	$174,482,607

Another $60,000,000 of municipal revenue was defended from legal attack in suits objecting to tax rates.

The successful protection of licensing ordinances resulted in the saving of revenue amounting to approximately $12,638,000. By means of appropriate legal action, it was able to recover $8,350,517.32 for the city treasury and to reduce claims against the city by $174,482,607—a grand total of $197,310,124.32. The record follows:

LICENSE FEES, protected in court actions and sustained in the Supreme Court of Illinois:

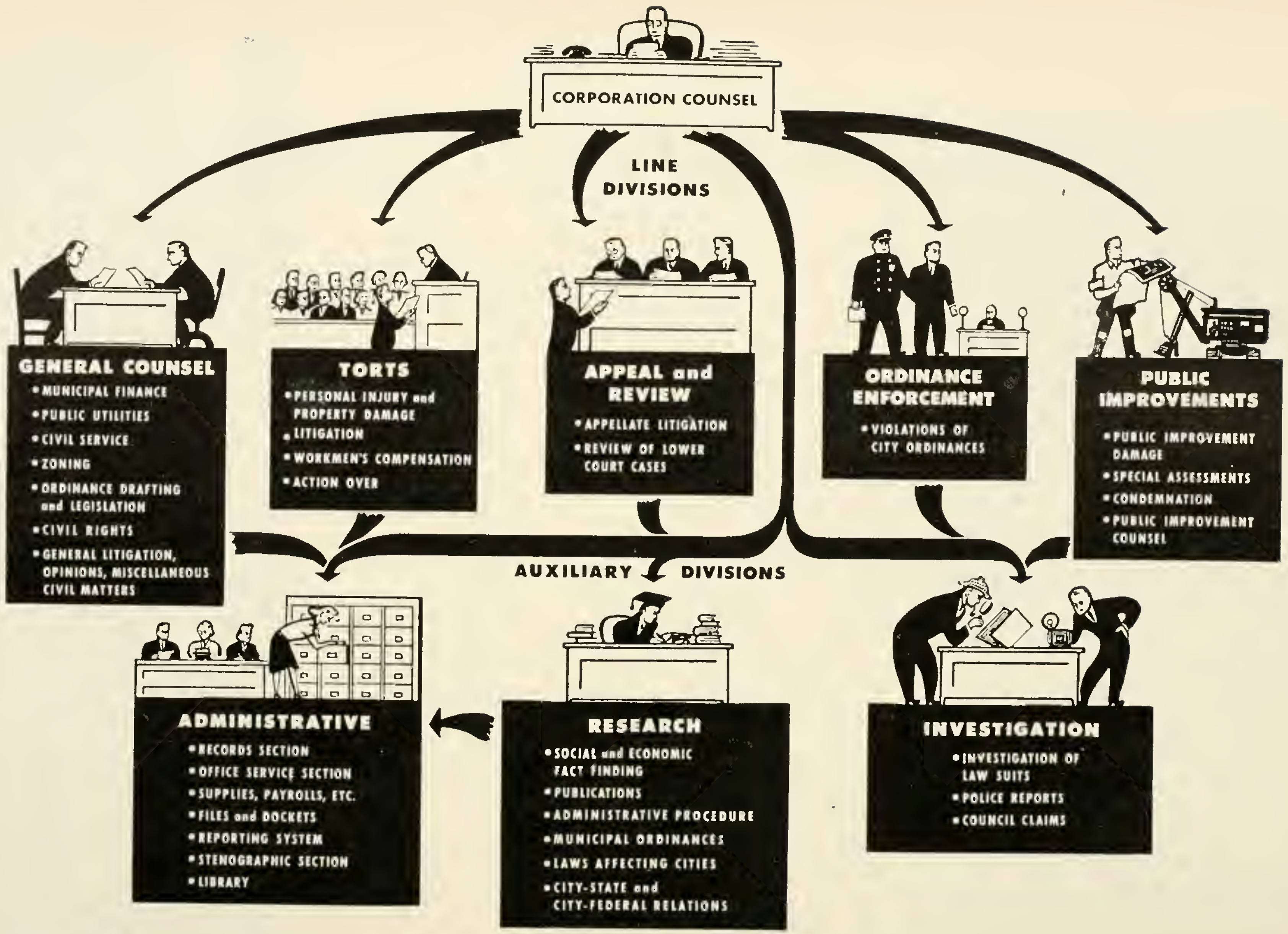
Ordinance	*Date of Decision*	*Approximate Annual Fees*	*Total Collected Since Decision*
Food Dispensers	1938	$260,000	$ 2,340,000
Lumber Yards for Storage Only	1942	27,000	135,000
Drugs-Chem. Factories	1940	35,000	245,000
Public Open-Air Garages	1937	48,000	480,000
Cigarettes (U. S. Court)	1937	940,000	9,400,000
Barbers	1945	19,000	38,000
Total		$1,329,000	$12,638,000

Money Recovered

Collections on delinquent inspection fees and damage to city property	$1,098,459.00
Recoveries through action—over from third parties liable in tort actions against the city	323,622.32
Payments to city under terms of franchise ordinance	1,662,000.00
Fees due the Clerk and Bailiffs of the Municipal Court from the County of Cook in quasi-criminal cases	5,266,436.00
Total	$8,350,517.32

The Law Department recovered $2,350,517.32 for the city treasury through appropriate legal action since 1935.

Investigator of the Law Department gathering evidence in a damage claim suit against the city. Investigators usually get to the scenes of accidents before claims are made.


CORPORATION COUNSEL
LINE DIVISIONS
GENERAL COUNSEL
• MUNICIPAL FINANCE
• PUBLIC UTILITIES
• CIVIL SERVICE
• ZONING
• ORDINANCE DRAFTING and LEGISLATION
• CIVIL RIGHTS
• GENERAL LITIGATION, OPINIONS, MISCELLANEOUS CIVIL MATTERS
TORTS
• PERSONAL INJURY and PROPERTY DAMAGE
• LITIGATION
• WORKMEN'S COMPENSATION
• ACTION OVER
APPEAL and REVIEW
• APPELLATE LITIGATION
• REVIEW OF LOWER COURT CASES
ORDINANCE ENFORCEMENT
• VIOLATIONS OF CITY ORDINANCES
PUBLIC IMPROVEMENTS
• PUBLIC IMPROVEMENT DAMAGE
• SPECIAL ASSESSMENTS
• CONDEMNATION
• PUBLIC IMPROVEMENT COUNSEL
AUXILIARY DIVISIONS
ADMINISTRATIVE
• RECORDS SECTION
• OFFICE SERVICE SECTION
• SUPPLIES, PAYROLLS, ETC.
• FILES and DOCKETS
• REPORTING SYSTEM
• STENOGRAPHIC SECTION
• LIBRARY
RESEARCH
• SOCIAL and ECONOMIC FACT FINDING
• PUBLICATIONS
• ADMINISTRATIVE PROCEDURE
• MUNICIPAL ORDINANCES
• LAWS AFFECTING CITIES
• CITY-STATE and CITY-FEDERAL RELATIONS
INVESTIGATION
• INVESTIGATION OF LAW SUITS
• POLICE REPORTS
• COUNCIL CLAIMS

MASTER REORGANIZATION CHART OF LAW DEPARTMENT, FOLLOWING 1935 CONSOLIDATION OF CITY'S LEGAL SERVICES UNDER CORPORATION COUNSEL HODES

Landmark Opinions

The Law Department is frequently called upon to render formal legal opinions on problems confronting the city, as well as to interpret city ordinances in special applications. These requests come from the Mayor, the City Council and various municipal department heads and agencies. Since 1935, many landmark opinions have been rendered.

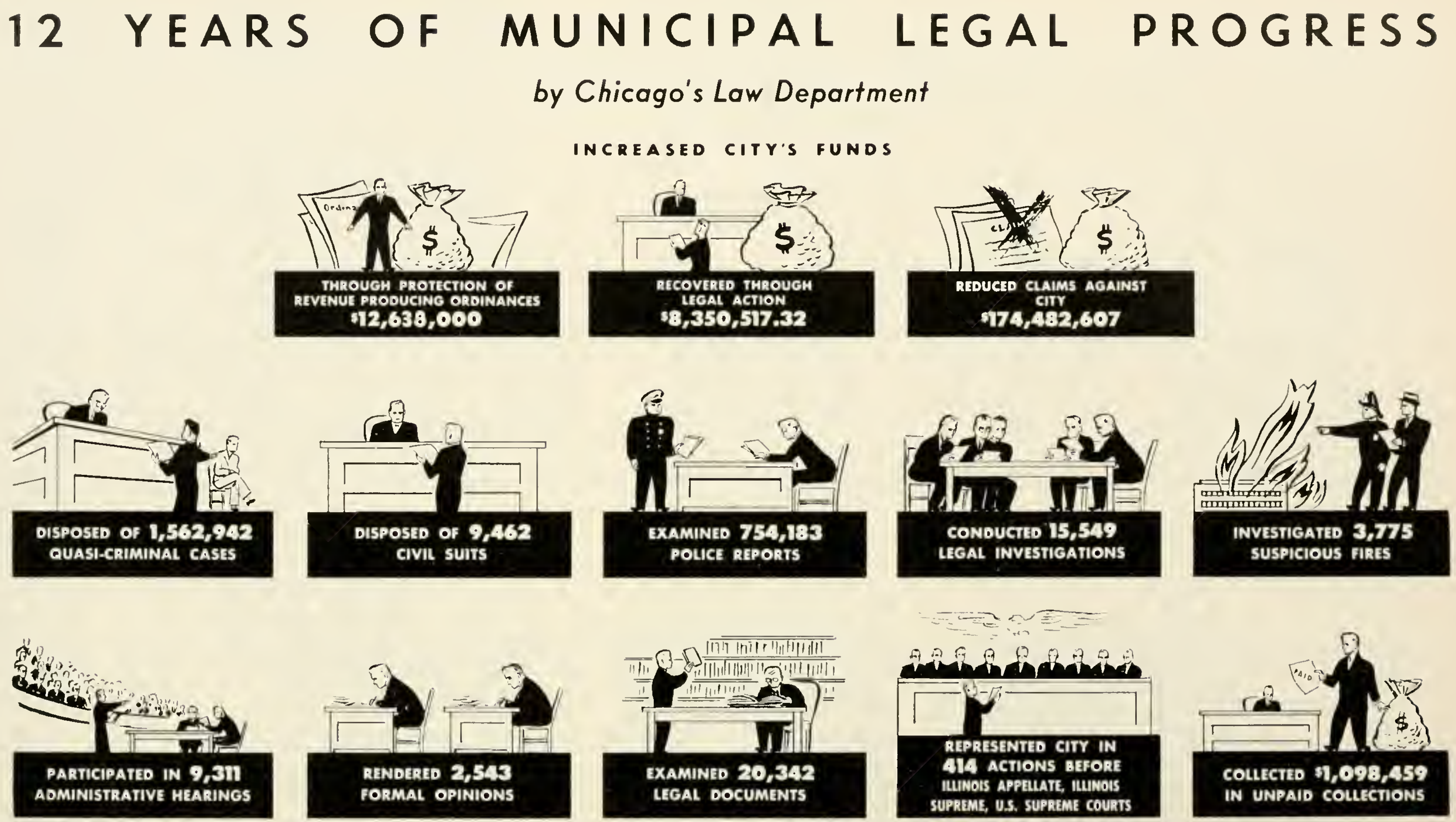
Notable among these have been opinions concerning civil liberties. The rights of citizens have been so consistently upheld that recognition of the fact was made, in 1939, when the Corporation Counsel was awarded the distinguished service medal by the Chicago Civil Liberties Committee.

These opinions ruled against race discrimination, upheld freedom of expression, the right of assembly and peaceful picketing. They branded as indefensible all race discrimination in the hiring of workers on city construction jobs, and supported the rights of certain racial groups to enjoy the same living conditions as persons of any other race.

The right to publish and circulate newspapers freely and to distribute handbills presenting particular political, economic or social views, even in wartime, was upheld by Law Department opinions. The right to peaceable picketing and the legality of labor unions to strike were also upheld.

Among the scores of official opinions which helped shape the city's policies in relation to new problems was one rendered against the Defense Plant Corporation during the war, holding that the corpora-

Attorneys in the general counsel division of the Law department confer on an important case.


12 YEARS OF MUNICIPAL LEGAL PROGRESS
by Chicago's Law Department
INCREASED CITY'S FUNDS
THROUGH PROTECTION OF REVENUE PRODUCING ORDINANCES $12,638,000
RECOVERED THROUGH LEGAL ACTION $8,350,517.32
REDUCED CLAIMS AGAINST CITY $174,482,607
DISPOSED OF 1,562,942 QUASI-CRIMINAL CASES
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PARTICIPATED IN 9,311 ADMINISTRATIVE HEARINGS
RENDERED 2,543 FORMAL OPINIONS
EXAMINED 20,342 LEGAL DOCUMENTS
REPRESENTED CITY IN 414 ACTIONS BEFORE ILLINOIS APPELLATE, ILLINOIS SUPREME, U.S. SUPREME COURTS
COLLECTED $1,098,459 IN UNPAID COLLECTIONS
PAID

Example of graphic presentation of statistical material in Law Department report for 1946

Assistant corporation counsel and plaintiff in a compensation case discuss damages.

tion's property was subject to jurisdiction of state and local laws which do not conflict with federal powers—including tax laws.

Outstanding, in 1946, was an opinion which treated exhaustively the right of public employees to organize labor unions. The Law Department ruled that the Police Commissioner has the right to forbid policemen from joining a union and from entering into closed-shop or check-off arrangements, but this power has not been exercised.

Precedents Won for City

The Law Department, during the past twelve years, has been outstandingly successful in establishing legal precedents in the Supreme and Appellate Courts of Illinois which have advanced the long-run interests of the City of Chicago. The following is a brief résumé of major accomplishments:

1. A signal home rule victory resulted from the decision in *Dean Milk Company* v. *City of Chicago,* 385 Ill. 565 (1944), which upheld the concurrent power of municipalities in situations where the State has assumed jurisdiction over the subject matter but has reserved the existing power in municipalities.
2. In defeating between $20,000,000 and $30,000,000 back salary

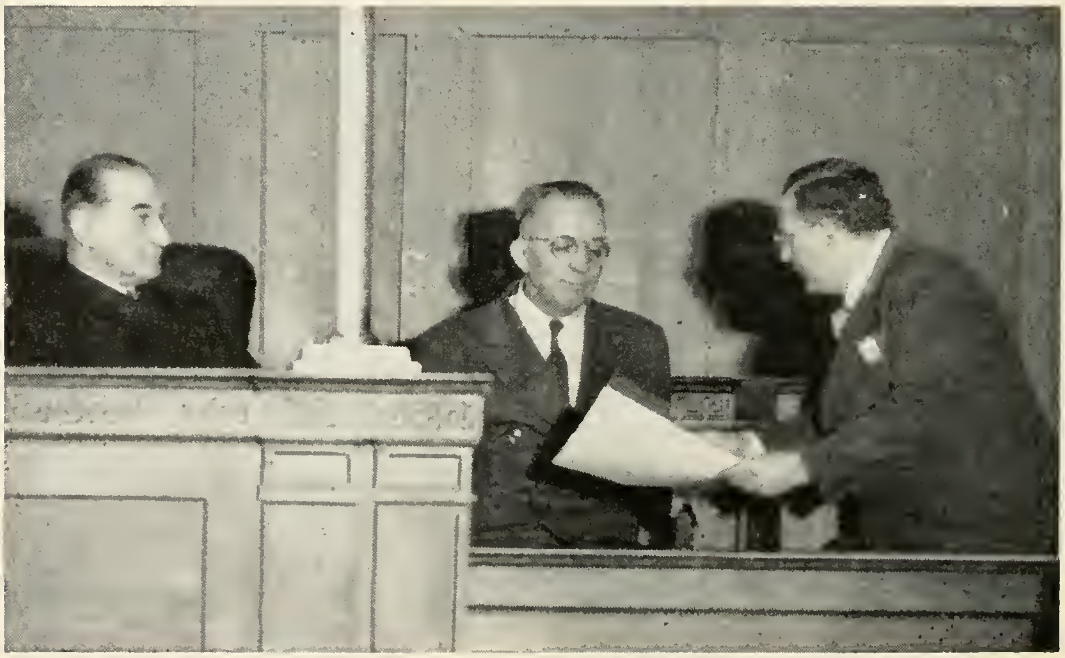
claims growing out of cuts made during the depression years, an important precedent was established that the amount appropriated constitutes the limit of the City's liability. *(People ex rel Mulvey* v. *City of Chicago,* 292 Ill. App. 589 [1937])

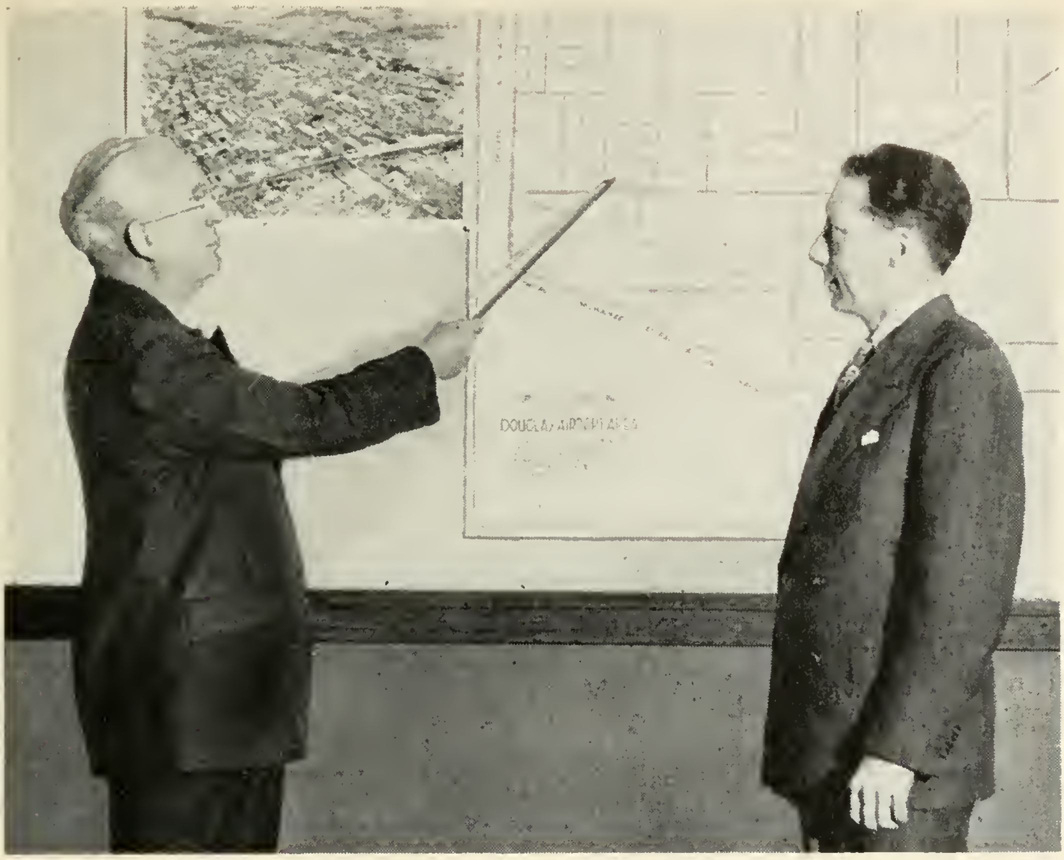
3. In establishing the precedent that the City did not have to compensate a *de jure* judge when it had already paid the salary of a *de facto* judge who was subsequently held not elected, the city defeated salary claims totalling $40,860. (*McKinley* v. *City of Chicago,* 369 Ill. 268 [1938])
4. A series of major legal victories in cases involving interest on condemnation awards reduced the city's potential liability of $100,000,000 to $2,500,000 through the following Supreme Court rulings:
    (a) That a judgment creditor is entitled to simple and not compound interest. *(Blaine* v. *City of Chicago,* 366 Ill. 341 [1937])

    (b) That interest was no part of the judgment to which the twenty year statute of limitations applied and that, therefore, the five-year statute of limitations did apply. (*Blakeslee's Storage Warehouse* v. *City of Chicago, et al,* 369 Ill. 480 [1938])

    (c) That the City did not stand in the relation of a trustee as to holders of condemnation awards. Were there a trust relationship the statute of limitations would not

Assistant corporation counsel, defending the City of Chicago, interrogates a witness.





Many legal problems arise in connection with public improvements.

apply. (*Trust Company of Chicago* v. *City of Chicago et al,* Supreme Court Nos. 26945 and 29438 [1946])

(d) That judgment creditors receiving payments on condemnation awards were accepting payments on principal and not on interest, as alleged by the claimants in an effort to circumvent the statute of limitations. (*Guaranty Mortgage and Security Co. et al,* v. *City of Chicago,* Supreme Court No. 29651 [1946])

5. By establishing validity of that section of the municipal court act which requires the county to reimburse the city for costs in quasi-criminal cases, the city secured judgment for $1,758,000 against the County of Cook and set the pattern for the subsequent recovery to date of approximately $5,250,000. (*City of Chicago* v. *County of Cook,* 370 Ill. 301 [1939])
6. The City's power to tax motor vehicles of a company regulated by the Illinois Commerce Commission was sustained in an important ruling of the Supreme Court in *City of Chicago* v. *Hastings Express Company,* 369 Ill. 610, (1938).
7. The peg levy form of tax levy was sustained by the Supreme Court in *Peo. ex. rel. Lindheimer* v. *Sweitzer, Peo. ex rel. Lindheimer* v. *McRea* and *Peo. ex. rel. Lindheimer* v. *Menefee,* consolidated, 369 Ill. 355 (1938).

8. Precedents for subsequent tax litigation were established in *People ex rel. Toman* v. *Mercil & Sons,* 378 Ill. 142 (1942). The County Court, by sustaining thirteen tax objection items, had invalidated one-third of the 1938 tax levy. The City obtained a reversal in the Supreme Court on every one of the thirteen items and thereby prevented the crippling effects of a sharp curtailment of essential municipal activities.
9. Important precedents were established which have greatly reduced the City's liability in tort actions:
    (a) Courts of Appellate jurisdiction can set aside a jury verdict on the ground that findings of fact are not supported by the evidence (*John F. Corcoran* v. *City of Chicago,* 373 Ill. 567 [1940]). This ruling provides a safeguard against sympathy judgments which cut deeply into municipal funds.
    (b) The city is not liable for snow and ice conditions on sidewalks, streets, or safety islands where the condition is natural and general throughout the city. (*Robert Strappelli* v. *City of Chicago,* 371 Ill. 72 [1939]). As a result, the city has been able to defeat most of the snow and ice cases filed against it.
    (c) A group of strikers does not constitute a "mob" for whose violence the statute makes the city liable. (*Victor Anderson* v. *City of Chicago,* 313 Ill. App. 616 [1942]).
10. The precedent that a municipality is not bound to recognize an attorney's lien served upon it was established in *Theresa Brazil* v. *City of Chicago,* 313 Ill. App. 436 (1942).
11. In *People ex rel William J. Tuohy, State's Attorney of Cook County* v. *City of Chicago, et al,* Supreme Court No. 29503, the city was successful in upholding the constitutionality of an amendment to the Cities and Villages Act, giving municipalities the power to condemn property for slum clearance.

John A. Lapp chairman of th Civil Liberties Committee, present its coveted annua award to Barne Hodes, corporatio counsel of the Cit of Chicago.

THE POLICE DEPARTMENT

Since 1933 the city's efficient law enforcement officers have reduced major crimes 60 percent.

In the past fourteen years a courageous, determined effort on the part of the Chicago Police Department has cleared Chicago's reputation as a haven for gangsters and criminals. Proof of this statement is contained in the impressive record of the Police Department in reducing crime in seven major categories in the period between 1933 and 1946.

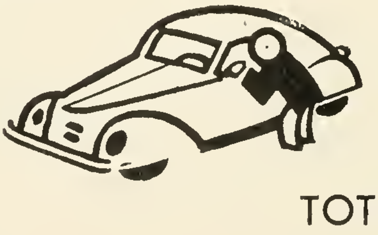
In 1933 there were 353 murders. By 1946 this had been reduced to 240. Robberies were cut from 15,146 in 1933 to 3,672 in 1946. Equally impressive reductions have been accomplished with respect to manslaughter, assault, burglary, and larceny. Auto thefts were reduced from 26,660 in 1933 to less than 3,000 in 1946!

Sex-Homicide Bureau Established

The only type of major crime which has increased in the 1933-1946

Crime Reduced

7 out of 8 major types of crime have been drastically reduced in Chicago since 1933.

TYPE OF CRIME		1933	1946
MURDER		353	240
MANSLAUGHTER		164	64
RAPE		165	346
AGGRAVATED ASSAULT		15,146	3,672
ROBBERY		2,588	1,816
LARCENY		22,010	9,924
BURGLARY		21,068	15,820
AUTO THEFT		26,660	2,967
TOTAL		88,154	34,849

period has been rape—an offense which spread alarmingly throughout the nation as an aftermath of both World War I and World War II. To cope with this post-war type of crime, a Sex-Homicide Bureau has been established as part of the Detective Bureau. Its purpose is to protect Chicago's women and children, both on the street and in the home, from the acts of sex offenders.

John C. Prendergast, commissioner of polic

All persons charged with sex offenses are brought to this bureau. There they are questioned and card-indexed with a complete description and history of each offender and every known offense. The index cards are cross-filed in every conceivable manner, such as class of crime, residence of offender, location of crime, relatives, friends and other informative data. Photographs are taken of each person charged and, when placed on file, are keyed to the cross index card system. Every victim of a sex offense is taken to the Sex-Homicide Bureau to identify offenders from the records. The results obtained by this comparatively new bureau offer the strongest assurance that Chicago is one American city in which the increasing trend of sex offenses is going to be *reversed*.

Reorganized for Efficiency

The establishment of the Sex Homicide Bureau is but one of *many* changes and improvements which have been carried out by the Police Department in the past fourteen years as a means of improving the efficiency of the department and extending the amount and quality of protection afforded to the citizens of Chicago.

In 1932, forty-nine units within the department reported to the Commissioner of Police. In a reorganization which became fully effective in 1933, the number of units was reduced to seven:

1. The *Uniformed Police,* commanded by the Chief of Uniformed Forces, comprising the 39 police districts, each commanded by a captain.
2. The *Detective Bureau,* commanded by the Chief of Detectives.

The central complaint room at 1121 S. State Street handles approximately 700,000 calls yearly. Information is relayed to squad cars on the two-way radio system.

3. The *Traffic Bureau,* commanded by the Chief of Traffic.
4. The *Department of Records and Property,* headed by the department secretary.
5. *The Bureau of Criminal Information and Statistics.*
6. *The Personnel Bureau.*
7. *The Crime Prevention Division.*

This reorganization grouped related activities together under a stronger system of administration, supervision and command.

Central Complaint Room

Another important step forward in police administration and better public service was achieved with the creation of the central complaint room. Into this nerve center flow *all* complaints received by the department from all police districts, enabling the department to maintain a single, complete set of records, thus expediting the handling of complaints and presenting a clear, current picture of all conditions in all parts of the city. The system installed in the central complaint room gives Chicago police a vastly improved record of crime reporting, crime recording and follow-up controls on all reported violations. The central complaint room handles about 700,000 calls annually, and the whole system is made doubly effective because of modern methods of communication. By means of radio broadcasters located in the central complaint room, urgent complaints received by telephone are instantly relayed to radio-equipped squad cars in all districts.

Development of Two-Way Radio

Originally, the Chicago Police Department operated with one-way amplitude frequency radio. In 1938, as an experiment, eighteen Detective Bureau vehicles were equipped with two way-radio facilities. At that time such installations were regarded as purely experimental; many doubts existed as to the effectiveness of two-way radio operation in a city the size and structure of Chicago. After two years of experimenting, adjusting and rearranging, two-way communication by radio was a definite success and the department then undertook a program to equip every vehicle assigned to squad car duty with two-way radio equipment.

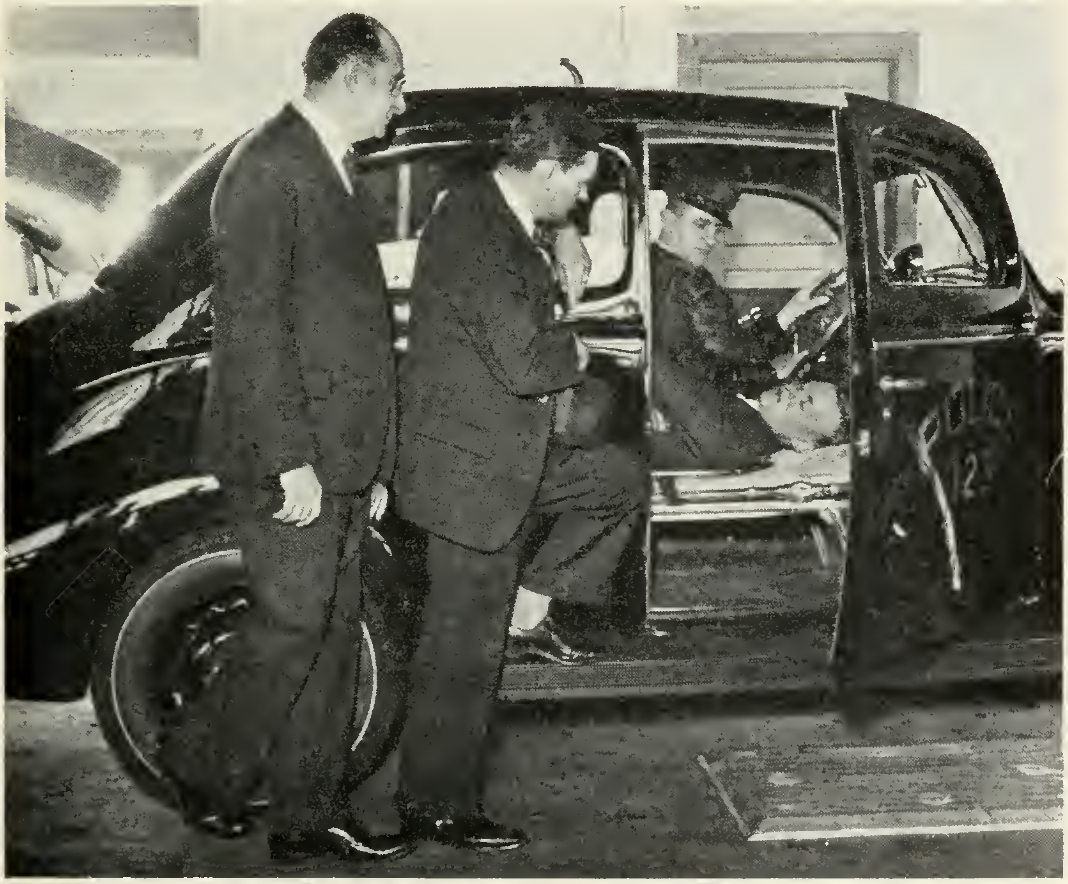
There have been many instances in which this two-way, or talk back, equipment has been instrumental in capturing law violators after their escape from the scene of the crime.

At the present time the police radio division is preparing to change over from AM to FM (frequency modulation) as a means of improving communication facilities.

Detective Bureau Reorganization

Many other noteworthy advancements have been made by the Chicago Police Department between the years 1933 and 1946. A major development was the reorganization of the Detective Bureau and

A Chicago Police Department innovation is the radio-equipped ambulance squad car.



A motorcycle squadron of the Police Traffic Division.

the creation of special detective units to handle specific classes of crimes. There are now a con game detail, Sex-Homicide Bureau, pawn shop detail, cartage detail, missing persons detail, a reorganized and expanded stolen automobile detail, industrial detail, and labor detail. Each of these units, by virtue of specialized activities with specialized personnel, has made a measurable contribution to the improved efficiency of the Detective Bureau.

Increased Training for Rookies

The police Training Division was established for the training of new entrants to the department. Previously the training period for new recruits was only thirty days. It has now been extended to ten weeks, with an improved and expanded curriculum covering all necessary subjects. Development of the Training Division proved particularly valuable in 1946, when authority was requested and granted for the

Here, at the Bureau of Criminal Information and Statistics, records are kept of accidents, arrests, gun registrations, radio messages, pawn shops and other essential police data.

Fingerprint room of the Bureau of Identification.

employment of 1,000 additional policemen. These men, all veterans of World War II, were placed on the rolls of the department, thoroughly schooled in the Training Division, and are now functioning as post patrolmen. The addition of these 1,000 men was a timely and highly necessary expansion because of increases and changes in the city's population, and the postwar increase in sex crimes.

Standardized Squad Cars

All classes of automobiles on squad car duty have been replaced so that one standard make is now employed for all purposes. This standardization makes possible the use of interchangeable parts, interchangeable auxiliary equipment, specialized maintenance procedures and greatly reduced operating costs. The importance of this standardization can be appreciated when it is realized that department vehicles on squad duty travel approximately 8,000,000 miles per year.

Prior to 1933 the department had but three vehicles assigned to duty in the Accident Prevention Division. In 1934 the number was increased to twelve vehicles, working on a 24-hour daily basis.

"Fix-Proof" Tickets

In 1934 the Clerk of the Municipal Court, the Chief Justice of the Municipal Court and the Police Department cooperated in the creation of a "fix-proof" traffic violations summons ticket, which has proved highly successful and has *eliminated* the "fixing" of traffic tickets.

One of the women's cells for first offenders at Central Police Station.

In 1940 a new form of traffic summons, known as the "tie-on" ticket, was devised for parking violations. This summons is similar to the regular "fix-proof" summons, except that the police officer attaches it to the vehicle and does not have to waste time awaiting the return of the driver. This new form of summons is highly successful in curtailing parking in prohibited zones as well as double parking. It greatly assists in preventing accidents due to parking violations.

Police rookies attend training school at the East Chicago Avenue station where they learn city ordinances as well as state rules and regulations.

Auxiliary Ambulances

In 1937 the department inaugurated an auxiliary ambulance service to take care of emergency accident cases. Twenty-nine regular squad cars are instantly convertible into ambulances; however, they still retain their squad car identity and continue to perform squad car duty. All police officers assigned to these emergency ambulance squad cars have been carefully schooled in the handling of injured persons and have had preliminary and advanced courses in first aid.

In 1938 the department added a complete, up-to-date crime detection laboratory. It began with a staff of six specialists, which has since been augmented with the services of other members of the department possessing special qualifications or skills in the field of scientific crime detection.

The department takes great pride in its war record. Within four hours after word of the attack on Pearl Harbor was received, 840 police officers were on duty on special assignments to protect vulnerable points from sabotage. The extent of the Police Department's war mobilization and war activities is related in greater detail in the war activities section of this report.

Special Care for Women First Offenders

In December, 1943, the Chicago Police Department installed new women's detention quarters in the Central Police Station, with a separate section for first offenders. The women's first offenders section consists of individual rooms, each provided with a bed, mattress, linen and covers. Women first offenders do not come into contact with other prisoners. Ideal surroundings and sympathetic treatment minimize the sense of stigma which would develop if first offenders were housed with repeaters. Visiting police officials from all

Police rookies are trained in the art of wrestling.

over the world have nothing but words of praise for Chicago's methods of handling female prisoners.

Need for New Stations

The department needs and is going to have a number of new, modern stations. These will replace many obsolete and inadequate station buildings, some of which were constructed as far back as 1872. The facilities of these old buildings are outmoded and their maintenance and repair costs are prohibitive. The construction of new police stations is provided for in the Greater Chicago Seven-Year Public Works Program, which is described in the chapter on Chicago Tomorrow. A total of $2,000,000 has been earmarked for new police and fire buildings.

Crime Detection Laboratory

In the Police Department's crime detection laboratory, many sciences are employed.

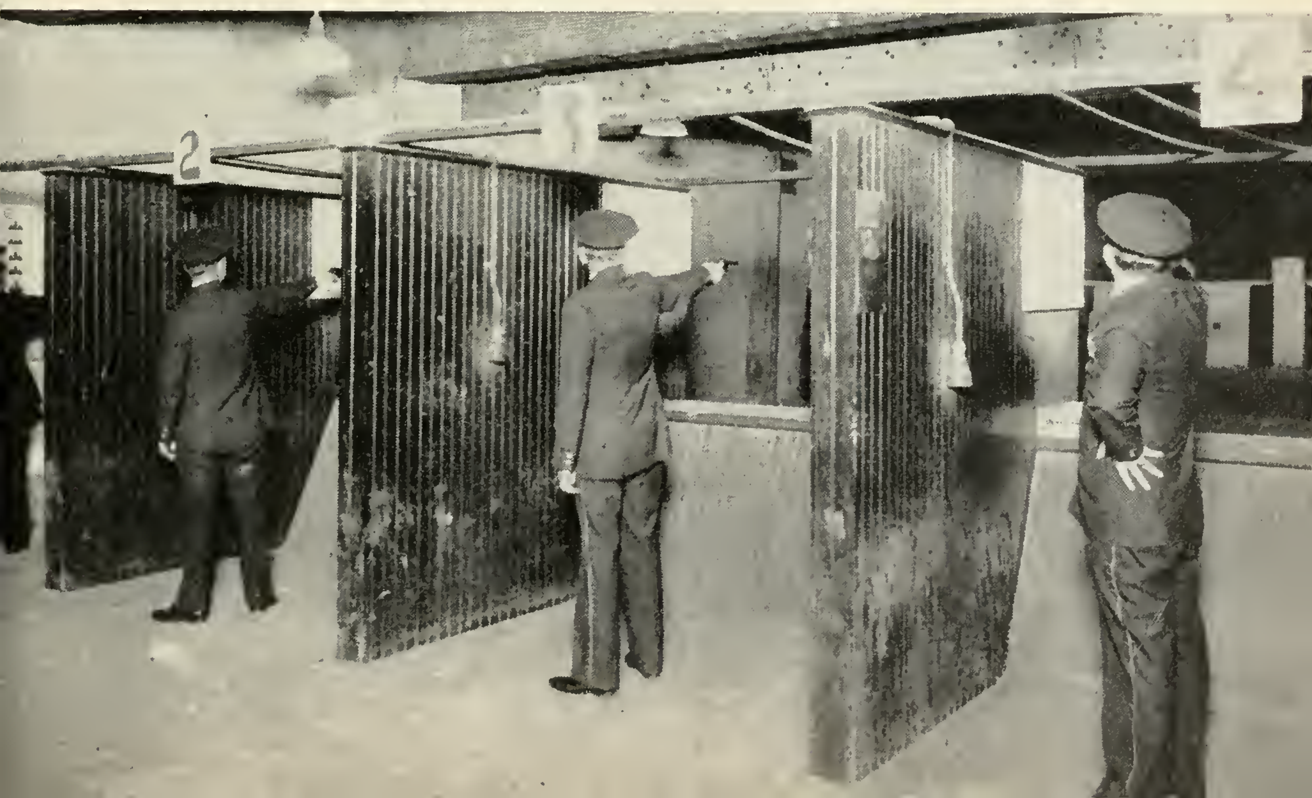
Fingerprint experts subjected the ransom note to immersion in silver nitrate solution, which brought forth segments of finger and palm prints, which ultimately led to the positive identification of William Heirens. *Chemistry* was used in analyzing the composition of the ransom note. *Medical analysts* determined human blood and flesh remained in basement sinks, placing the location of dissection; and that strands of hair recovered (with wire and handkerchief) were identical with victims. *Ultra violet rays* brought out words indented in the ransom note, not visible to the naked eye. *Handwriting experts* further cemented the case against Heirens by identifying his writing as being the same as that in the ransom note; and tied him in with the murder of the ex-Wave Frances Brown in her apartment by comparison of his writing with the note scrawled on the wall in her room. *Fingerprint experts* also aided in the latter case by bringing out a segment of finger print on the door jamb of her room, definitely placing him on the scene. *Ballistics* tied him in with the shootings of two women through comparison of pellets fired from a weapon in his possession with the pellets recovered at the scene.

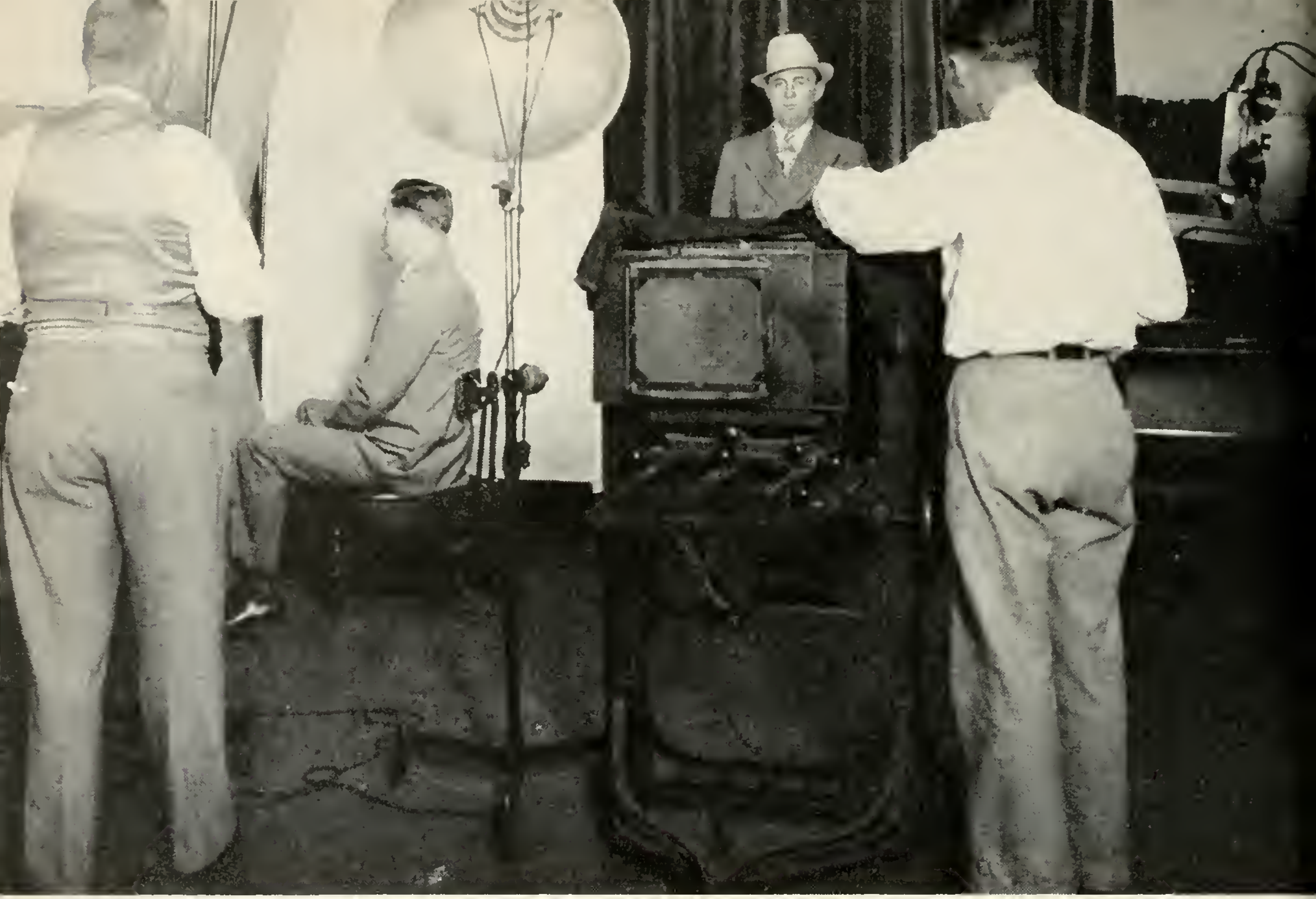
In the case of Rose Michaelis, forced while unconscious into a heating furnace in the basement of the building in which she lived, by Joseph Nischt, janitor of the apartments, the services of *combustion engineering experts* were required in ascertaining whether or not that particular furnace was capable of disposing of an entire human body; and an *anthropologist* determined by analysis the extent of human ash residue remaining after a cadaver had been used in this experiment.

Polygraph tests have led to confessions in several cases, notably that of Daniel Hurley, a member of the merchant marine, accused of brutally beating and clawing to death, a young woman, Shirley Stone, on September 26, 1945.

In general, *ultra violet rays* are employed in bringing out laundry marks, hidden handwriting, traces of semen in stained clothing, etc. *Chemists* are used to determine the identity of various substances;

Policemen must qualify in marksmanship at regular intervals.





The photographic studio of the Police Department Bureau of Identification.

distinguishing animal from human blood, composition of explosives; bringing out obliterated numbers of firearms, etc. Medical experts determine causes of death; path of bullets; blood groupings, etc. Paraffin tests determine whether a person has recently fired a weapon.

Co-operation With FBI

This department has co-operated fully with the Federal Bureau of Investigation in all cases of mutual interest. During the war all males questioned on suspicion or taken into custody were required to produce their draft registration cards, and in the event they could not do so, were held until they could be turned over to the FBI for disposal.

An inspector from the Department of Weights and Measures checks a butcher shop scale.

DEPARTMENT OF

WEIGHTS AND MEASURES

The great majority of Chicago's merchants, wholesalers and commodity dealers are honest business men who are anxious to give full weight, full measure and full value for the customers' money. But once in a while, a black sheep gets mixed into the flock. He cheats his customers and takes unfair advantage of his competitors. His tricks are cunning and his schemes are ingenious—but not too cunning nor too ingenious for the alert eye and resourceful mind of the City Sealer and his deputy inspectors.

In 1946, the City Sealer made 106,518 inspections of weights and measures, and conducted 13,825 investigations on shortweights. He collected $80,019.30 in inspection fees and was responsible for the assessment of $14,429 in fines.

Extension of Service

In February, 1939, a market division was established by the City Sealer with an office in the South Water Market District. This division has paid large dividends to consumers of the Chicago area. Shortweighted carloads of potatoes and other vegetables were intercepted by deputy inspectors before the cars were unloaded by the commission merchants.

The following figures show the number of carloads of potatoes and other vegetables inspected in 1939 and 1946 and the shortages found:

Joseph P. Geary, City Sealer.

1939—18,651 carloads inspected, 705,584 lbs. shortweight; 1946—11,647 carloads inspected, 77,535 lbs. shortweight. The above figures clearly show that the operation of this branch office has cut down the shortages on carload potatoes and vegetables over 650,000 pounds during a period of six years, thereby saving the retailer and consumer thousands of dollars.

New Ordinances

In 1939, an ordinance originated by the City Sealer and passed by the City Council, provided that certain specific types of coal sold to the consumer must not contain over 26 per cent volatile matter. This ordinance enabled the consumer to obtain coal with higher burning qualities and less smoke.

A 1941 ordinance provided that persons using scales to weigh commodities must have scales located so that their figures and reading faces can be readily seen and legible to the purchaser or receiver.

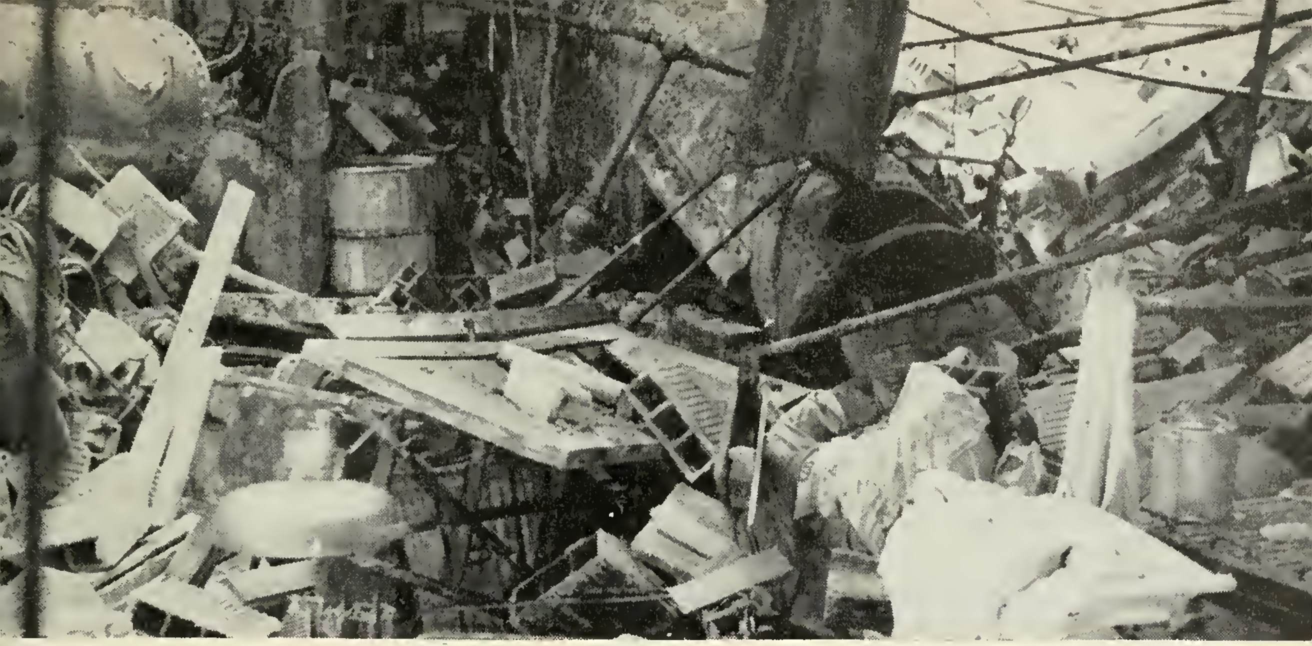
In 1945, another new ordinance provided that the seller of commodities, if requested by the buyer, must reweigh commodities in the buyer's presence. Another ordinance provided that the net contents in weight, measure or numerical count be plainly and conspicuously marked on all package goods.

Department Prosecutor

In 1935, the City Sealer was instrumental in having a city prosecutor permanently assigned to the Department of Weights and Measures for the handling of shortweight cases. Instead of having a different prosecutor appointed each week, one man now handles all shortweight cases more intelligently and efficiently.

During this period, the City Sealer instituted a form of arrest notices serially numbered which were given to each deputy inspector. An inspector finding a violation warranting an arrest issues an arrest notice at time of inspection which specifies the date of appearance in court. Minor violators are issued summons to appear before the City Sealer to explain the reasons for their violations.

The City Sealer also had all seals, which are placed on equipment after inspection, serially numbered. Each inspector is charged with the numbers of seals issued to him and must turn in inspection fees for each seal used.



Chicago's boiler inspectors prevent explosions like the one pictured above. This boiler blast occurred in another city.

STEAM BOILER

INSPECTION

Public safety is the sole objective of the Department for Inspection of Steam Boilers, Unfired Pressure Vessels and Cooling Plants, and its attainment is demonstrated by the fact that there has not been a single loss of life from a boiler explosion in the past fifteen years.

This department performs one of the oldest public safety functions of the city—so old, in fact, that there is no authentic record as to what date operations began. Codes of the American Society of Mechanical Engineers and the National Board of Boiler and Pressure Vessel Inspectors, under which the department operates, are part of a national enforcement measure that assures the city the ultimate in safe construction.

Since the department has been so successful in maintaining safety and thus preventing spectacular accidents, little publicity has been given to the type of work performed. For that reason, the editorial reproduced here from the *Herald-Examiner* of May 16, 1935, will be of interest. It emphasizes that the credit for an outstanding public safety record must be given to careful inspection under a rigid inspection code. As a result, boiler explosion insurance losses are considerably less in Chicago than in any other American city.

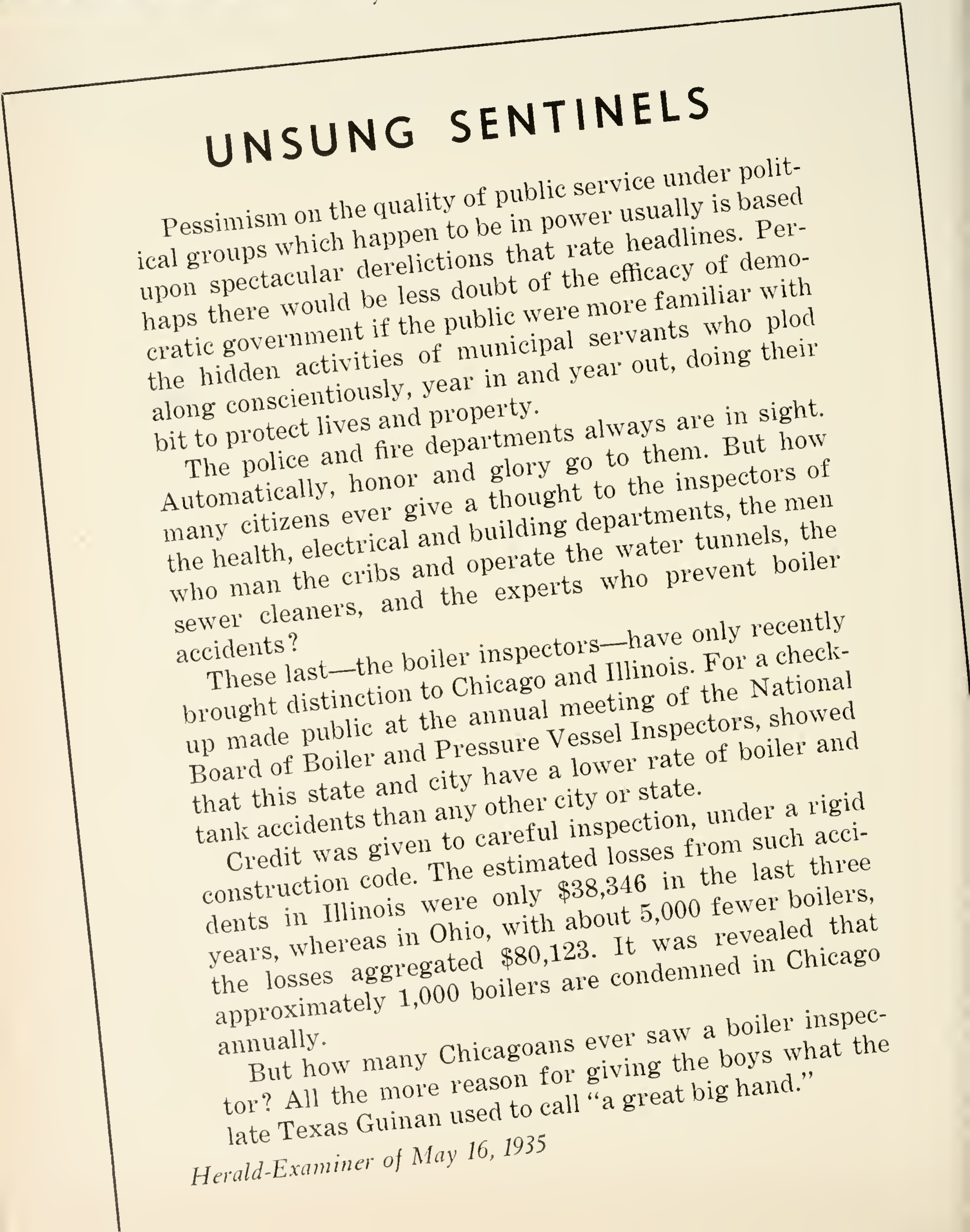
Refrigeration Ordinance

As a further safety measure, the department submitted to the City Council a refrigeration ordinance covering all phases of refrigeration

Gerald Gearon, standing, deputy inspector, and T. F. Moran, chief inspector of steam boilers.

and air conditioning in 1935. During the war, Chicago was free from any accident involving a refrigerating or air conditioning system.

Inspection fees pay the entire cost of operating this department, and taxpayers are not called upon to pay any part of the cost for this phase of public safety.



UNSUNG SENTINELS

Pessimism on the quality of public service under political groups which happen to be in power usually is based upon spectacular derelictions that rate headlines. Perhaps there would be less doubt of the efficacy of democratic government if the public were more familiar with the hidden activities of municipal servants who plod along conscientiously, year in and year out, doing their bit to protect lives and property.

The police and fire departments always are in sight. Automatically, honor and glory go to them. But how many citizens ever give a thought to the inspectors of the health, electrical and building departments, the men who man the cribs and operate the water tunnels, the sewer cleaners, and the experts who prevent boiler accidents?

These last—the boiler inspectors—have only recently brought distinction to Chicago and Illinois. For a check-up made public at the annual meeting of the National Board of Boiler and Pressure Vessel Inspectors, showed that this state and city have a lower rate of boiler and tank accidents than any other city or state.

Credit was given to careful inspection, under a rigid construction code. The estimated losses from such accidents in Illinois were only $38,346 in the last three years, whereas in Ohio, with about 5,000 fewer boilers, the losses aggregated $80,123. It was revealed that approximately 1,000 boilers are condemned in Chicago annually.

But how many Chicagoans ever saw a boiler inspector? All the more reason for giving the boys what the late Texas Guinan used to call "a great big hand."

Herald-Examiner of May 16, 1935

Spectroscopic and microscopic examinations of dust are made by smoke abatement inspectors to establish origin of the dust.

DEPARTMENT OF

SMOKE INSPECTION

"Keeping Chicago Clean" begins with the air we breathe. And clean air . . . in the metropolitan heart of an industrial empire . . . begins where the smoke nuisance ends.

To fight the smoke nuisance, to protect our air, to abate the evil of man-made dirt, and let the sun shine through, a vigilant corps of smoke inspectors—trained in combustion engineering—serve the people of Chicago. By means of inspection, education and enforcement they conduct a relentless campaign to insure the use of *proper fuels, good furnaces in good repair, and smokeless firing methods* for buildings, boats and railroad engines. In 1946 they observed 368,970 chimneys. Most of them were well-behaved, but more than 6,000 offenders were reported.

Improved Smoke Ordinance

On January 9th, 1946, the city's Smoke Ordinance was amended to prohibit the emission of *dense* smoke corresponding to No. 4 and No. 5 of the Ringleman Chart as published by the U. S. Bureau of Mines. The old ordinance had permitted a period of six minutes per hour (when new fires were built or fires were being cleaned) when smoke of *any* density could be discharged. From a practical enforcement standpoint, every chimney could emit thick black smoke

Frank A. Chambers, deputy smoke inspector.

during every hour without being subject to penalty. The passage of this amendment enabled the department to take punitive action on 1,038 violations which were formerly classed as non-violations.

Enforcement and Instruction

During the month of March, 1946, the office of the Chief Justice of the Municipal Court approved the practice by the department of serving "cafeteria" summons for violations of the Smoke Ordinance. This resulted in the serving of such notices, covering 350 violations, to plant owners and operators and to engine crews in charge of locomotives. A salutary effect of personal service of this type is that very few violations have been repeated by the same offenders. Of the 350 notifications served, 309 were settled by payment of the $5 penalty; 41 resulted in court action.

It has been an established policy not only to *report* smoking chimneys, *but to assist owners to stop smoke*. During 1946, 43,345 instruction visits were made by engineers of the department.

5,112 locomotives were reported emitting dense smoke in 1946, of which 3,853 were classed as violating the Smoke Ordinance. This compares with 2,266 reported in 1945, of which 1,750 were violations.

The rapid increase in diesel power promises relief from locomotive smoke. Two railroads are nearly completely dieselized in all branches and the passenger and freight switching of a number of others is completed.

Dust Fall Survey

The department has conducted a dust fall survey since 1923 and records the amount of settled dust at approximately 25 stations located uniformly throughout the city. During 1946 the average dust fall was 63.19 tons per square mile per month. This compares with 67.70 tons for 1945 and represents a 6.7 per cent reduction. The month of August indicated the lightest fall and the month of January showed the heaviest deposit. The station receiving the lightest average monthly deposit was at 7350 Pratt Boulevard, where 31.31 tons were recorded. The heaviest monthly deposit was the average for the two Loop stations where 151.01 tons fell.

Engineers of the Noise Abatement Commission make recordings of noise levels in one of Chicago's major war plants—General Electric Hotpoint.

NOISE

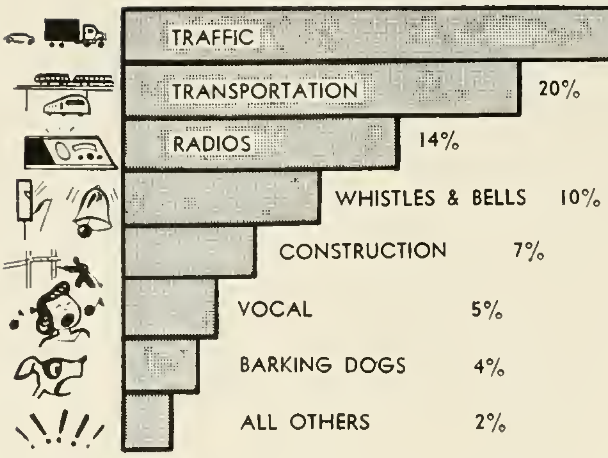
ABATEMENT COMMISSION

The Noise Abatement Commission was organized by an act of the City Council in July, 1943, to do something about the ever-increasing menace of unnecessary noise, which was endangering and impairing the lives of our citizens. Its membership consists of the president of the Board of Health, five aldermen and nine citizens appointed by the Mayor to serve without compensation.

In the belief that noise abatement was primarily a problem in public education, a broad program of public information was decided upon. An extensive advertising and publicity campaign was inaugurated through the medium of the daily and community press, periodicals, motion picture trailers and radio programs.

Since the initial objective was to make the general public, and the workers themselves, conscious of the evil effects of unnecessary noise on war production. the goal was to reach every industrial, commercial

NOISE COMPLAINTS



and civic organization in Chicago. Pursuing this plan, direct contact was made with several hundred industrial and commercial concerns, civic organizations, local governmental offices, parochial and public schools, delivering the noise abatement message directly to the people with the assistance of business executives, personnel managers, department heads, principals and school teachers.

Booklets, posters, news releases and other publicity media were widely used, and the advent of the song, "Milkman—Keep Those Bottles Quiet," was a timely, good-humored aid to the campaign.

The commission produced and distributed a motion picture trailer on noise abatement which was shown in approximately 383 theaters throughout Chicago. Several radio scripts were prepared for use on commercial programs, in addition to the Mayor's regular "Message of the Day" programs on noise abatement.

Achievements

The Chicago Noise Abatement Commission has received national recognition. In the years 1943, 1944 and 1945 Chicago was awarded silver plaques for outstanding achievement in the noise abatement movement, in competition with cities listed in the population group of 500,000 or more. Again, in 1946, Chicago received a gold plaque symbolic of the Grand National Achievement Award for making the most successful effort to eliminate unnecessary noise. This was gained in competition with 97 cities and towns with populations of 2,000 or more throughout the United States.

SILENCE THAT HORN
STOP NEEDLESS NOISE
GALVIN MANUFACTURING CORPORATION
QUIET plan
STOP NEEDLESS NOISE
SILENCE THAT HORN
STOP NEEDLESS NOISE

Noise abatement posters were prominently displayed at many of Chicago's leading war plants.

PUBLIC VEHICLE LICENSE COMMISSION

E. J. Gorman, chairman, Public Vehicle License Commission.

An important public safety measure was inaugurated by Mayor Kelly and the Council in the establishment of the present Public Vehicle License Commission in May, 1934—to oversee and regulate the operation of taxicab service in the city. Prior to that time the commission had been composed of men who were fully occupied with other duties and could only give a portion of their spare time to the job.

When the new commission took over, there were 4,108 taxicab licenses issued by the city. A survey showed that—due to the depression—there were too many cabs and too few customers; some drivers were making as little as $2.50 a day, and cabs were constantly cruising in search of fares. Consequently, the number of licenses was reduced to 3,000 by city ordinance, a number of cabs considered adequate to meet public demand and afford a living wage for drivers.

During the war some of the equipment became badly run down. Two large taxicab companies, for instance, had 321 taxicabs in inoperable condition. An endeavor to cancel these licenses so that they could be issued to others resulted in an injunction against the city. To overcome the taxicab shortage, Mayor Kelly secured a withdrawal of objections by taxicab companies, and 275 licenses were issued in 1946 to veterans of World War II.

The Vehicle License Commission has operated at a minimum of expense while collecting the maximum of income. Every year, during the years 1934 to 1946 inclusive, each taxicab meter has been tested and, when approved, sealed to assure proper collection of fares. The fee for every taxicab license stand, every compensation fee and meter inspection has been collected. Over the period of 1934 to 1946 inclusive, the total budget amounted to $518,474.94 whereas the total revenue for the same period was $2,851,838.15.

Drivers Fingerprinted

During the regime of the present Public Vehicle License Commission, a system was sponsored by Mayor Edward J. Kelly and inaugurated in this department, whereby every applicant for a public vehicle driver's license submits to fingerprinting. These fingerprints are thoroughly checked, not only with the Bureau of Identification of the Chicago Police Department but with the Federal Bureau of Identification in Washington, D. C. Any applicant whose record indicates that he is not a fit person to drive a taxicab is denied a driver's license.

During the war there were in excess of 700 taxicab drivers who were penalized for various violations such as overcharging, refusing loads, etc., and who were suspended from 10 to 30 days or relieved of their licenses (depending upon the seriousness of the violation).

Safety Inspection for Private Automobiles

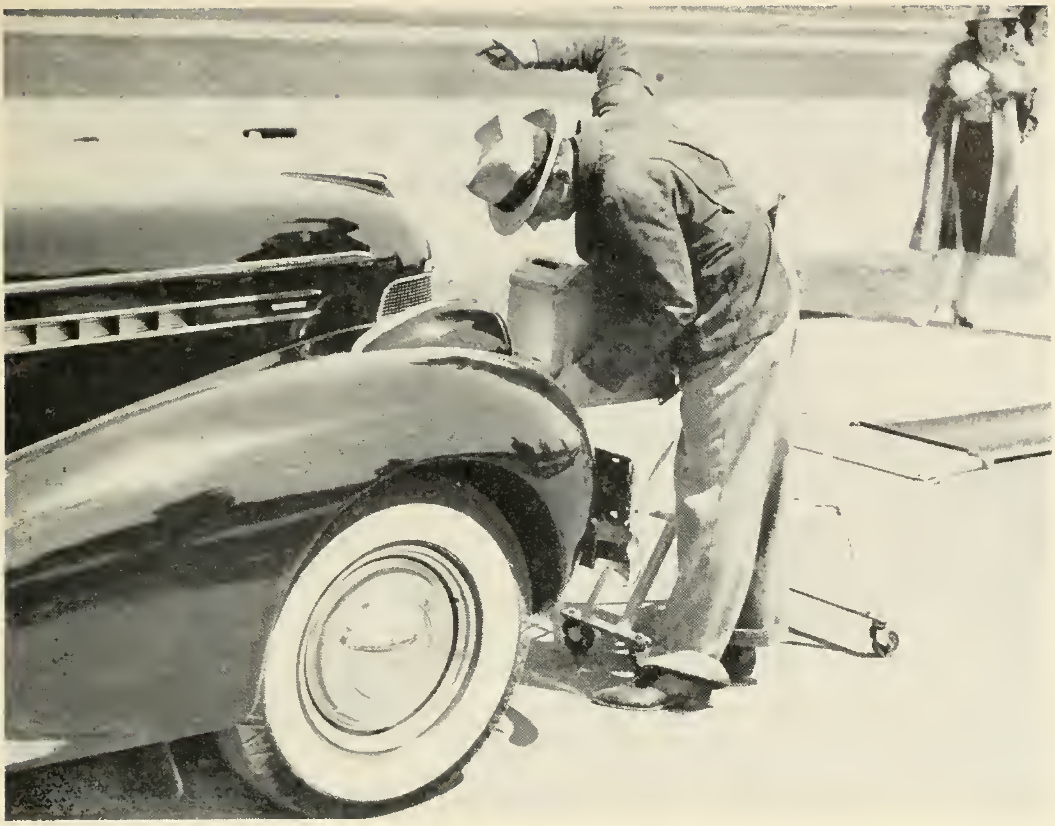
On October 30, 1935 an ordinance was passed by the City Council "In Relation to Mandatory Inspection of Motor Vehicles Owned and Operated by Residents of the City of Chicago." This ordinance was passed so that the sufficiency of all safety factors of motor vehicles operated in Chicago should be tested and either rejected or approved.

The safety factors checked were the brakes, both for brake effort and equalization, wheel alignment, steering wheel, clear vision, lights, wiper and all other accessories.

This ordinance was necessitated by the fact that in the years prior, the death rate from automobile accidents had been increasing, and a substantial percentage of these accidents were attributable to defects in the safety equipment of the vehicles.

During the years 1937 to 1946, 6,824,340 vehicles were inspected and approved. During that period 2,814,867 vehicles were rejected—2,403,925 of which returned to the safety lanes later and were approved.

The establishment of these lanes was an integral part of the entire safety campaign set up by the Mayor. It was one of the large factors, together with the campaigns of other safety agencies, in the reduction of the number of lives lost in automobile accidents.



Mrs. Citizen watches as a safety lane inspector checks headlights. Such testing, performed by the Public Vehicle License Commission, furthers the aims of the Traffic Commission.

THE CHICAGO
STREET TRAFFIC
COMMISSION

Safeguards Motorists and Pedestrians.

The Chicago Street Traffic Commission was established in 1941 to co-ordinate the activities of all city departments concerned with the control and regulations of street traffic and the prevention of traffic accidents.

The need for this new instrument to attack the accident problem is confirmed by the record. In 1942, due to the tremendous increase in war and war production activities, Chicago experienced large increases in traffic volume. Much of this new traffic, both pedestrian and vehicular, consisted of out-of-city employees of war plants—people who were unfamiliar with big city traffic conditions. This condition, combined with the attitude of some war workers, who considered themselves privileged characters, created a serious traffic problem. Inexperienced drivers further complicated the situation.

Despite these conditions, Chicago reduced its traffic fatality record from 623 in 1941 to 466 for 1942 and, for the first time, received The Grand Award in the National Traffic Safety Contest for all cities in the United States. An additional honor was First Place Award in the National Pedestrian Protection Contest. These achievements were due, in no small part, to the work of the commission which served as co-sponsor of an intensive accident prevention campaign in all war industries. The commission furnished educational materials and speakers on traffic safety. It cooperated with the military, the OCD and the ODT in safety activities of the armed forces, group riding, and staggered hour projects. It organized a complete program among the Army, State, County, Park District, city departments and traction companies for snow plowing schedules to keep open strategic thoroughfares and streets leading to war industries.

In 1943, the Chicago Street Traffic Commission renewed and expanded its program of education, enforcement and engineering. Its slogan became "Save Man-power for War-power" and every possible medium was used in furthering its program. Hope was expressed that the splendid record of 1942 might be held, but the Mayor and the commission would be satisfied with nothing less than a further reduction. When midnight of December 31 had passed, a new record was written and the 466 traffic fatalities of 1942 had been reduced to 372 for the year just closed.

In 1944 and 1945 the effects of the war became more pronounced, influencing a further advance of traffic accidents throughout the nation. Vehicles became older and the shortage of man-power and critical materials made repairs increasingly difficult to obtain. Older men, many with physical impairments, were required to replace the younger drivers of vehicles who had been called in military service. The psychological effect of the war on some citizens brought about more reckless driving and speeding. Violations of safe walking practices by pedestrians became more pronounced. As a consequence, traffic accidents increased in Chicago, *but never in the proportion of the increase throughout the nation.*

WHY PEOPLE GET TRAFFIC TICKETS

	Percent
SPEEDING & RECKLESS DRIVING	10.3
ILLEGAL PARKING	36.9
IMPROPER OR DEFECTIVE LIGHTS	.8
NON-OBSERVANCE OF SIGNAL LIGHT OR TRAFFIC SIGN	4.1
IMPROPER REGISTRATION OR LICENSE	12.0
SAFETY STICKER VIOLATIONS	27.6
ALL OTHER OFFENSES	8.3
	Total 100%

Source: Chicago Police Department

Leslie J. Sorenson, City Traffic Engineer, Chairman of Chicago Street Traffic Commission.

Commission Achievements

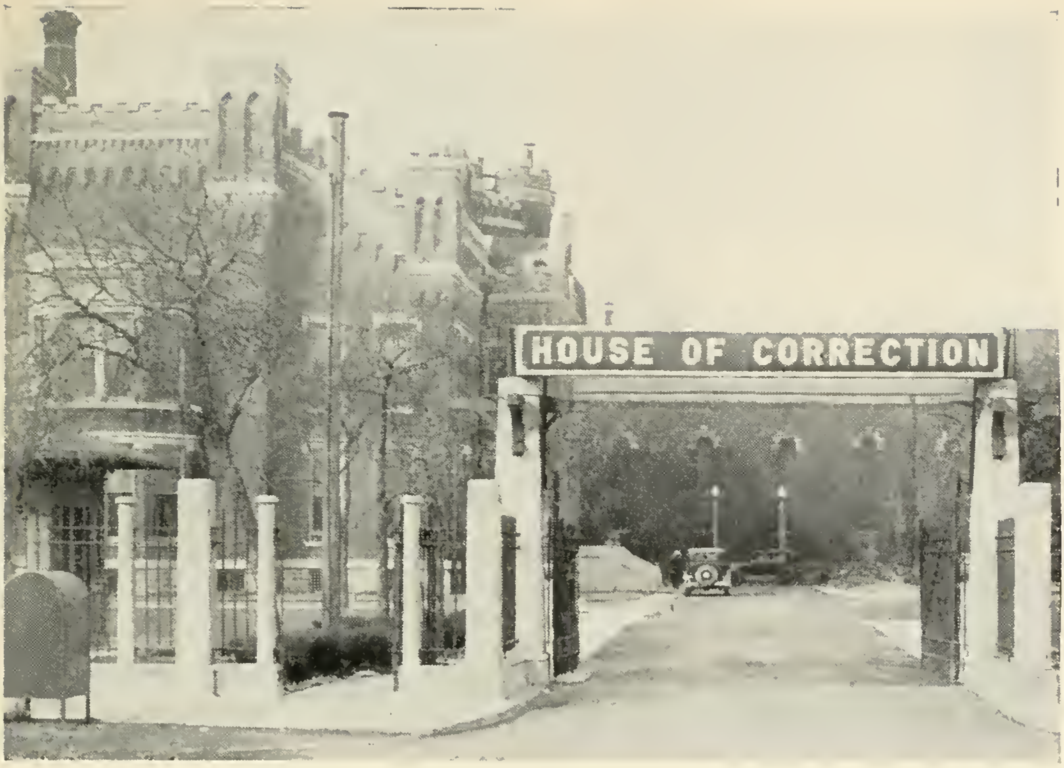
Outstanding among the accomplishments of the Chicago Street Traffic Commission was the organization of official Traffic Safety Committees in the districts of the Chicago Police Department. These Committees were headed by the Police District Commander and chairmanned by an outstanding civic leader of the district. An executive committee representing the clergy, civic, industrial, social, labor, and press groups was formed. Special committees on schools, industries, public education and engineering, were organized in each group. Safety literature, posters and other material were furnished to every police district safety committee by the Chicago Street Traffic Commission, as well as speakers for meetings and safety educational films and sound slides. These police district safety activities have brought the accident problem down to the community level and into the homes; they are a major instrument for accident prevention in Chicago.

Police Department Program

The commission prepared a comprehensive and detailed program of accident prevention for Police Department personnel, which was adopted and put into effect by the department. It also designed a police contest in accident reduction, whereby each police district competed against its own record of the preceding year. Engraved certificates were awarded to the winning districts with appropriate ceremonies, and special merit award certificates were given to the first district to win four consecutive awards. This contest created especial interest of the district police in accident prevention.

Legal and Judicial Advances

The Chicago Street Traffic Commission sponsored enabling legislation to give the City control of speed regulation on its streets and the power to regulate pedestrian jay-walking. Suggested changes in City ordinances for improvement of the traffic code were in every case accepted by the Council Committee on Traffic and Public Safety and recommended to the City Council.



THE HOUSE OF
CORRECTION

is a 74-year-old institution which has been modernized since 1933.

The purpose of the House of Correction, as the name implies, is to rehabilitate inmates and restore them to a useful place in society. Sentences range from thirty days to a maximum of one year, and the annual average population turnover varies from 10,000 to 17,000. In 1946, 11,435 inmates were received.

To do the maximum corrective job in a comparatively limited time is obviously a huge task and every available facility affecting human values is employed. Medical and dental care are provided as a primary requisite in establishing a normal basis for rehabilitation. Work, with its acknowledged physical and psychological value, is an important part of the program. Religious services are provided, with individual attention by a chaplain or his assistants where required. Supplementing these provisions are the services of social workers and psychiatrists of the Municipal Court, who follow up cases to which they have been assigned.

William G. Milota, administration superintendent of the House of Correction.

Work Assignments

After commitment to the House of Correction, inmates are first given a complete medical examination, and then assigned to work in the twenty-nine departments, according to their training and physical condition. Work hours are from 8 to 11:30 a.m. and from 1 to 4 p.m. These departments include: print shop, bakery, electrical shop, paint shop, tailor shop, shoe shop, commissary, four different cell blocks, male laundry, female laundry, engine room, plumbing department, steam fitters, engineer corps, manual training school, junk yard, farm colony, diet kitchen, hospital, first aid, v.d. clinic, dental clinic and greenhouse.

Departments are self-sustaining, as far as possible. Some of them serve other city departments and return a profit. For instance, the print shop prints the various forms for the city Police Department. The junk yard salvages junk from city departments, assorts and grades it, after which it is then put on public bid. The junk yard brought the city $20,000 in revenues during 1946.

The farm colony raises food for the institution, providing a healthful occupation for those experienced in this type of work and reducing the cost of feeding inmates. Some farm projects pay a cash profit. For instance, forty-five head of cattle were purchased in 1945 and fed with grain raised on the farm, later being sold at a profit. Hogs raised on the farm are fed from grain crops.

Number of Offenses and Ages

Out of the 11,435 inmates received in 1946, 10,497 were male and 938 female. Of this number, 5,060 were first offenders and 6,375 had previously been in the House of Correction. Among males, commitments ranged from one to fifty times, with the preponderance confined to second and third offenses. The number of commitments for females was from one to five times, with the majority constituting second and third offenses. Ages of all inmates ranged from 16 to 100. The age brackets from 22 to 60 included 9,780 out of the total of 11,435. The greatest number of offenders in any single age group is 335, aged 21.

The following table shows the number of offenders in each age group:

Ages of Inmates

Age 16	18	Age 36 to 40	1,482
17	106	41 to 50	2,702
18	142	51 to 60	1,456
19	156	61 to 70	569
20	195	71 to 80	105
21	335	81 to 90	27
22 to 25	1,292	91 to 100	2
26 to 30	1,395		
31 to 35	1,453	Total	11,435

A renovation program begun fourteen years ago has completely modernized this 74-year-old institution. William G. Milota, administration superintendent, and Richard M. O'Brien, chairman of the Board of Inspectors, supervised the work.

The program began with a thorough cleaning of the administration building; removal of the dog pound from the grounds; complete stocking of the paint shop; installation of radios with extra speakers in each of the four cell houses; and the appointment of a chef in charge of the kitchen and menus.

Other improvements were gradually made, including cleaning and redecorating of hospitals and police ward. Long needed equipment and modern fixtures were installed in operating rooms, and one new operating room was built, with all modern equipment.

A modern electrically-equipped refrigerator was installed, providing five rooms, each with a different degree of temperature for the storage of milk, vegetables, meats and other supplies. A modern ventilating system was installed in the kitchen to exhaust steam and odors.

A new one-story brick warehouse, blacksmith shop and office were built in the junk yard. The main engine room was equipped with four new high pressure boilers and a new six-car capacity coal bin was built. The front office was completely modernized, and all buildings were insulated. Besides the improvements listed, all buildings have undergone alterations or repairs of one nature or another.

At the farm colony, a second story has been added to the Administration Building for dormitories. Other buildings have been improved and equipped with modern plumbing and heating facilities.

Since 1673 . . .

The first white men to visit the area now occupied by Chicago were the French explorers Louis Joliet and Father Marquette, in 1673.

The area was acquired by the U. S. in 1794, and Fort Dearborn, a military outpost, was erected here in 1803.

Chicago was incorporated as a town in 1833, and as a city in 1837. Other outstanding events in Chicago's history were the Great Fire in 1871, the World's Columbian Exposition in 1893, and a Century of Progress Exposition held in 1933 and 1934.

Chicago's population today is 3,600,000, making it the second largest city in the U. S., and the fourth largest in the world.

From the Chicago Association of Commerce

THE FIRE DEPARTMENT

Chicago's heroic fire fighters have set new standards for fire protection in a large city.

The story of how a fire department serves the citizens of a community is perhaps best summarized in an analysis of the yearly paid fire losses. Here the Chicago Fire Department has more than proven its caliber for we have experienced, in the last fourteen years, *the lowest paid fire losses since the turn of the century.* To be specific, the fire loss in 1935 established an all time low for the City of Chicago, and in the other years under discussion, where the losses aggregated five to six million dollars, these low-loss figures bespeak the high quality of fire service available to the citizens of our city.

Reduced Fire Insurance Rates

From the long-range viewpoint, another excellent measurement of the efficiency and service of a fire department is the attitude of the fire insurance companies in setting their rates. It was, therefore, a very great tribute when the local fire underwriters recently announced that rates in Chicago would be reduced one million dollars on future renewal and first-issue fire insurance policies.

Chicago has enjoyed substantial reductions in fire insurance premium rates applying to various types of buildings and occupancies in Chicago in 1933, 1934, 1935, 1936, 1938, 1939 and 1944.

Fire Commissioner Michael J. Corrigan and Chief Fire Marshal Anthony J. Mullaney work out plans for Chicago's observance of Fire Prevention Week, October, 1946.

Extension of Service and Physical Improvements

In the past fourteen years many new, modern fire stations have been built and several were relocated, in accordance with hazard and population changes and the recommendations of the National Board of Fire Underwriters. The buildings replaced and relocated ranged in age from 35 to 70 years and their replacement was made possible (with two exceptions) by the grant of Federal funds. From the listing below it is apparent that all sections of the city have been considered since 1933 in the erection of new fire houses:

1501 School St.
212-214 Cermak Rd. (double house)
1320 Concord Place
4005 S. Dearborn St.
7101 S. Parnell Ave. (double house)
2214 Barry Ave.
4666 Fulton St. (double house)
1642 N. Kostner Ave.
4017 N. Tripp Ave.
10458 S. Hoxie Ave.
4456 N. Knox Ave.
2100 Eastwood Ave.

Since 1933, the Fire Department has endeavored resourcefully to maintain fire apparatus at a high peak of efficiency and serviceability. This has been accomplished by the annual allocation of money to the department for apparatus replacement. In this way the department has been able to install the new and more modern apparatus in the high value district and move the older equipment into the communities where the service is less severe.

The Fred A. Busse Fireboat

In 1937, the Chicago Fire Department acquired a new diesel-motored fireboat, the "Fred A. Busse." This boat, while designed by a naval architect, has many features which were prescribed by this department to suit local conditions, so much so, that the inclusion of these features are responsible for its fine efficiency and adaptability to waterfront conditions in our city. The total cost of the boat was slightly under $135,000, and in the years it has been in service, the saving in maintenance and personnel costs has exceeded all expectations and estimates. The new fireboat, designed to pass under all public street and highway bridges at highest normal river levels, avoids the necessity, expense and public inconvenience of more than 1,800 river bridge openings a year.

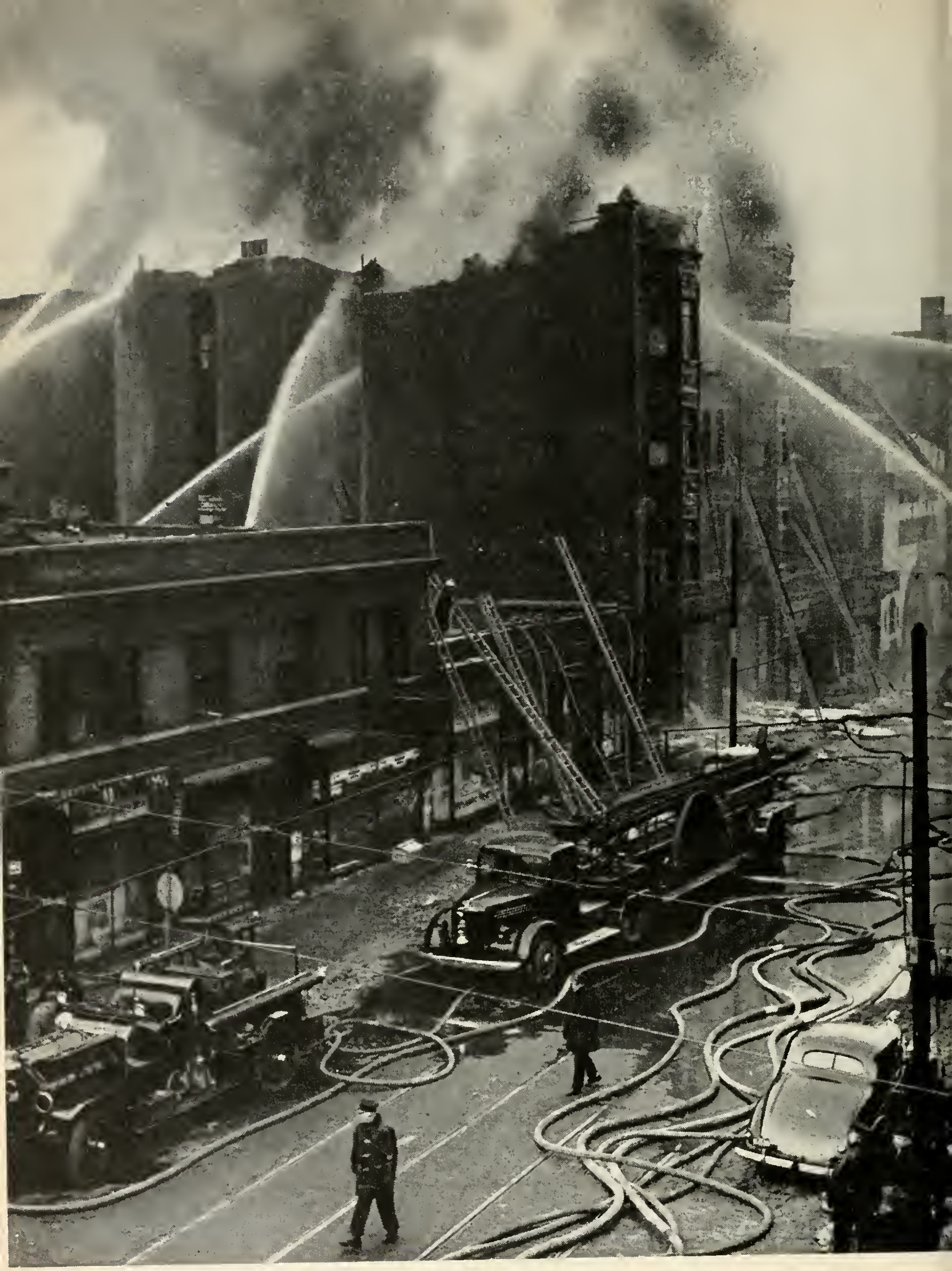
The fireboat, Fred A. Busse, tests its hose

Wartime Fire Prevention

Immediately after the start of the past war, special efforts were directed to the purpose of protecting and safeguarding all military and civilian establishments against the hazards of fire which would interrupt or stop the functioning of such vital facilities. These efforts were directed not only against possible enemy subversive activity but much emphasis was placed on eliminating or minimizing what are popularly accepted as normal and inherent hazards, which cause, in the aggregate, a far greater amount of damage than all enemy sponsored damage.

Military and Naval establishments in and near Chicago were offered all of the services and facilities of the Chicago Fire Department in order to place fire safety on the highest possible plane. Special fire safety inspections were made of all industrial plants and business establishments engaged in the production or processing of vital war materials. As a result of this work and resultant recommendations there were practically no fires of any consequence in any of the more than 5,000 establishments so inspected.

In addition to this special activity the normal work of the Fire Prevention Bureau was carried on as usual even though the volume of this work increased by approximately 20 percent since Pearl Harbor.



Fire at 31st and Cottage Grove Avenue. Note the maze of hose required for this conflagration. Hose is a major item of expense in the equipment and maintenance of a fire department.

Department Inspector

The objective function of the Fire Department is to save life and property from the effects of fire. Since it is almost impossible to predict the occurrence of even one specific incident requiring its services, any fire department must operate entirely on an emergency basis. In order that the 188 company units of the department can operate as integral parts of a single organization rather than as independent units, an extremely high degree of standardization of equipment, operating methods and procedures, and basic control must obtain. It is the responsibility of the department inspector to achieve such standardization. This is accomplished by periodical inspections of all fire department stations and other properties to determine degree and extent of required maintenance activities. All company units are required to place various items of company equipment in use under simulated operating conditions in the shortest possible time. A keen rivalry exists between company units throughout the department in the execution of these timed "run-out" tests. At this time company apparatus and equipment is minutely inspected so that sub-standard apparatus and equipment can be repaired or replaced as required.

During 1946, the regular semi-annual inspections, covering the condition of fire stations, furniture, apparatus, tools and equipment, were made and a total of 4,000 feet of various size hose was condemned as unfit for further service.

During the year the quarters of Engine Co. 21, 14 W. Taylor St., was condemned on account of the condition of the building and the company was removed to the quarters of Engine Co. 1, 214 Lomax Place, where it will remain until such time as suitable quarters in the vicinity of State and Taylor Streets may be obtained.

An additional Squad Company was placed in service in March, in the quarters of Engine Co. 89, 4456 N. Knox Ave., while in August of last year, the Auxiliary Company which was quartered at Navy Pier was disbanded and taken out of service when the Navy relinquished the use of the pier.

This 13-month old baby owes his life to Chicago fireman Howard Walters of Inhalator Squad 6. Firemen perform many such errands of mercy.

New Trucks and Hose

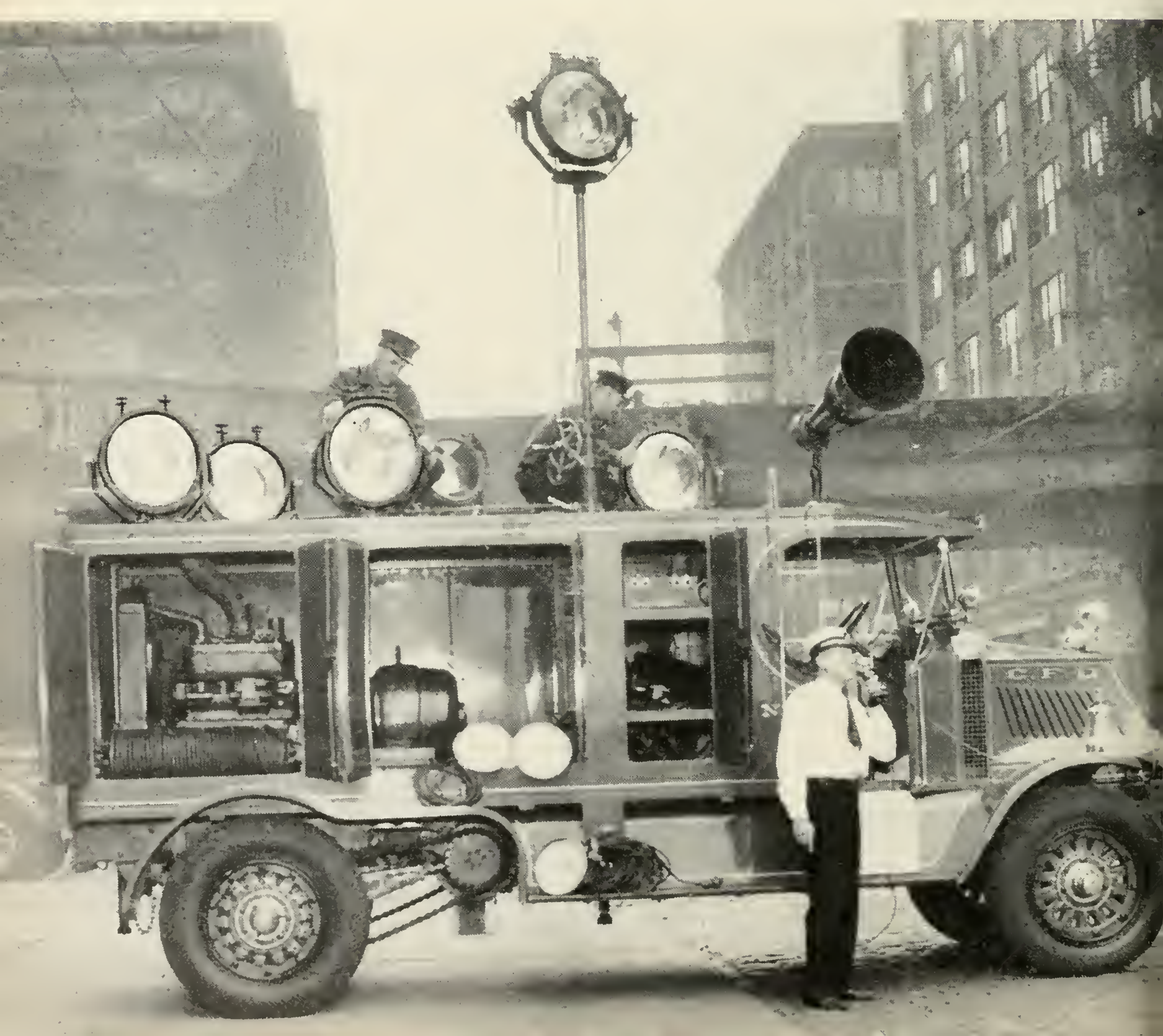
Fifteen new Ford coupes were purchased during the year, all of which have been placed in service in various battalions. Also, seven new Mack tractors, which were contracted for in 1945, were delivered during the months of January and February. Two new tractors and aerial trucks were received, one each in October and November, and were placed in service at H&L Co. 5 and H&L Co. 10. These aerial trucks are equipped with 85-foot mechanically operated aerial ladders, all of the above apparatus being standardized in the shop before being placed in service.

During the year 1946 a contract was entered into for the purchase of 4,000 feet of 1½″ hose, 10,000 feet of 2½″ hose, 15,000 feet of 3″ hose and 2,000 feet of 3½″ hose.

1946 Fire Prevention Activities

Work performed by the Fire Prevention Bureau personnel includes

Flood light Fire department truck, equipped with loud speaker to give orders to men. The truck carries its own portable generator.



Firemen never hesitate to risk their lives to save others.

daily inspections of theaters while occupied by the public; complete inspections of mercantile and industrial properties; notices issued to effect compliance with municipal ordinances regulating fire safety; re-inspection to determine compliance with notices; initiation of court action to effect compliance when necessary; investigation of complaints and many other similar activities relating to prevention of fires and protection of the public against fires in public and private buildings.

Theaters of all kinds are inspected *nightly* to insure strict compliance with our local laws relative to crowding aisles, adequate exit facilities, exit lights, flameproofing of scenery, props, etc.

During the year 1946, 116,981 inspections were made. These inspections included theatres while occupied by the public, as well as checkup of notices sent out to comply with the ordinances. 1946 activities of the department also included:

Permits issued for installing tanks for flammable liquids: 796.

Site inspection for new bulk plants and filling stations: 60.

Permits issued for approvals after tests were made for standpipes and pumps installed: 6.

Applications for handling explosives approved: 18.

Certificates of fitness approved. (These generally applied for using and handling of high explosives used in blasting): 47.

Periodical inspections made of various locations where blasts were conducted or explosives stored: 412.

Fireguard permits issued: 342.

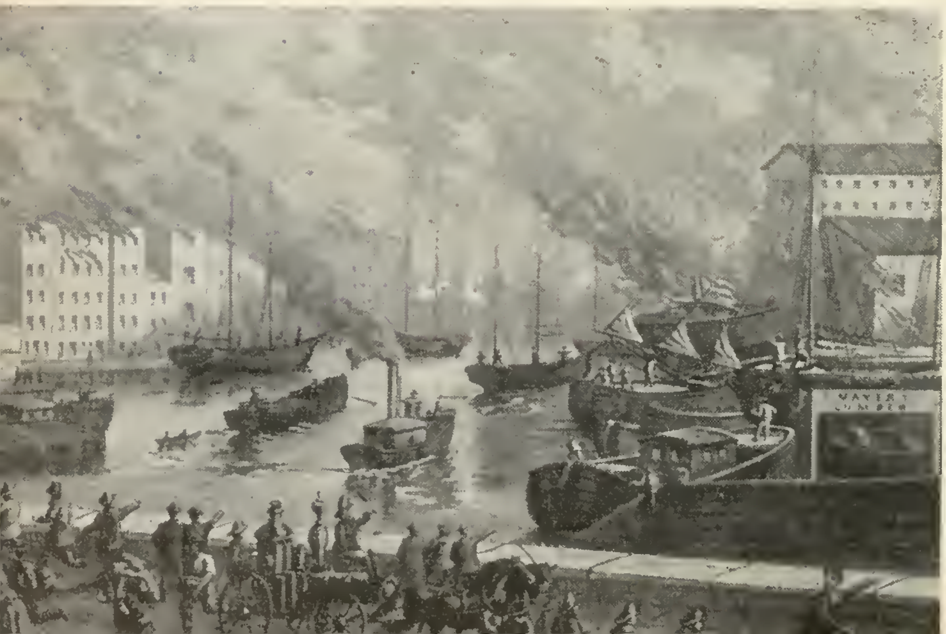
Suits started in the Municipal Court for failure to comply with violations of the ordinance after due notices were served: complied: 163; no service: 13; non-suit: 46; fined: 221; continued: 37. Suits started 1946: 380; suits continued 1945: 9; total suits: 380.

New building plans approved for hazardous use units: 64.

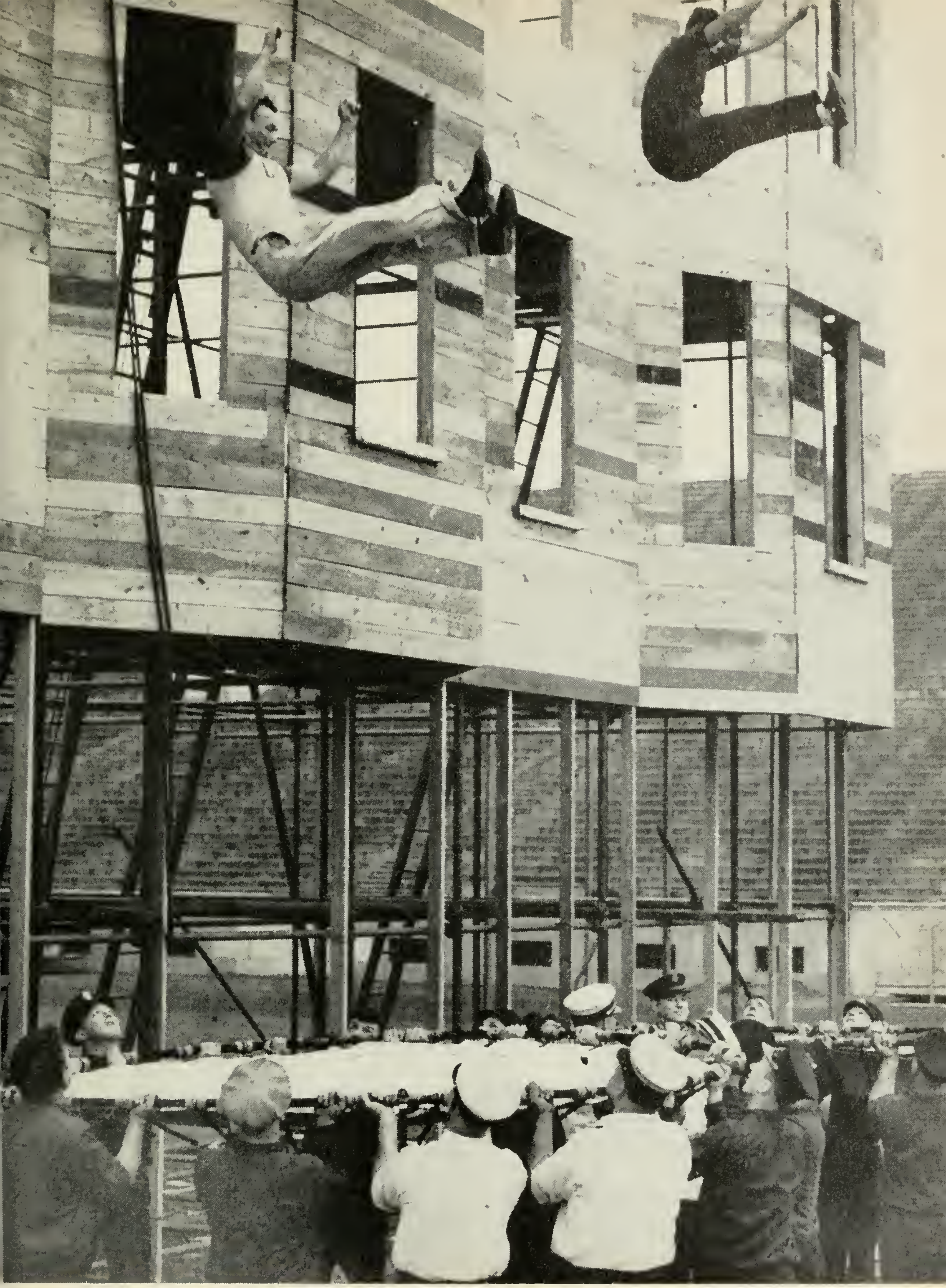
Plans approved for new flammable liquid storage rooms: 174.

Total plans approved 1070.

Talks made by representatives of this bureau in schools and various civic clubs, as well as radio talks on fire prevention during Fire Prevention Week 700; Fire Show 600; Fire Department 380; Total: 1680.



The great Chicago fire of 1871 still has its effect 75 years later. Chicago is one of the most fire-protection conscious cities in the world.



Chicago firemen give a demonstration in Grant Park of the proper use of lifesaving nets.

Details by this bureau to public places of assembly, such as servicemen's centers, auditoriums, conventions and miscellaneous details: 1,587.

Drill School

All new members of the Fire Department are assigned to the Training School for a course of instruction before attending actual fires as part of a fire fighting unit. Instruction is given in the uses of all tools and implements carried on the apparatus of the fire department; operation of sprinkler systems; department rules and regulations; practices and procedures; standard evolutions; hose layouts; ladder drills; fire alarm telegraphy and many other related topics. This training requires a period of thirty days. After completing this training probationary firemen report to their various company assignments partly qualified to do the work of a fireman.

All company units of the department attend the Company School each year at which time every officer and member of all fire fighting units perform the various standard evolutions and receive instruction on new equipment and improved operating procedures developed and adopted during the previous year. Company School operations are continuous during the warmer weather from April through November.

Overcome by smoke, fireman gasps and chokes in desperate effort to clear his lungs, then collapses over fence rail.

Fire officers taking a refresher course in the use of respiratory protective devices. Men wearing masks always work in pairs for mutual protection.

Chicago firemen receive thorough training and periodic retraining in artificial respiration.

First Aid Training

A first aid course of instruction primarily for officers and members of squad companies and ambulances was begun on December 10th, 1945. This course consisted of ten lessons, three hours each, for as many weeks, and was based on the knowledge a fireman should have to render proper first aid, such as the control of bleeding; different types of wounds; artificial respiration; proper treatment for shock; handling and transportation, and, the proper application of splinting. Mr. William Schumann, Supervisor of First Aid of the American Red Cross conducted the classes. He did an excellent service for which he received just and favorable commendation. Supervisor of Ambulance Service, Joseph J. McCarthy, emphasized the value and importance of first aid knowledge and gave some remarkable instances in several of his comments in the course of the instruction. 189 members of the department completed this course on February 16, 1946, upon which both the standard and advanced course cards were issued to them.

Practical demonstration of "fog nozzle" used in a basement to force smoke from source of fire. Heat and smoke are absorbed by its spray.

A cubicle at the Municipal Contagious Disease Hospital for the isolation and treatment of communicable diseases.

THE BOARD OF

HEALTH

There are good reasons for Chicago's position as the healthiest large city in the world—and here they are!

"Chicago is universally acknowledged to be the most progressive of American cities. The most convincing proof of this is: *Chicago is the healthiest big city in the world!* This is no boast. It is a fact given out by the United States Bureau of Census."

This statement of Mayor Kelly's sums up a truth of which Chicago is rightfully proud, for no activity of city government comes as close to the home and family as health. No activity provides a more valuable civic asset and none is more potent in fostering Chicago's vigorous "I Will" community spirit.

Recognition of Chicago's leadership in initiating and carrying out its public health program was made in an award by the United States Chamber of Commerce, in cooperation with the American Public Health Association, an organization composed of leading health experts in this country and Canada. Credit for this distinction is due to the close cooperation of public-spirited men and women working together for the betterment of their city.

Under the leadership of Dr. Herman N. Bundesen, president of the

Chicago's Winning Fight Against

MAJOR DISEASES

		CASE RATE	DEATH RATE
MEASLES	1933	258.4	0.9
	1946	392.4	0.4
PNEUMONIA	1933	170.2	66.9
	1946	99.1	39.4
SCARLET FEVER	1933	273.0	4.5
	1946	78.6	.0
DIPHTHERIA	1933	4.7	0.3
	1946	1.0	0.4
INFLUENZA	1933	7.9	6.2
	1946	2.3	1.2
TYPHOID FEVER	1933	2.4	0.3
	1946	0.4	0.1
WHOOPING COUGH	1933	75.9	0.6
	1946	83.6	0.3

Board of Health, new records have been set in reducing infant and mother mortality, checking contagious diseases, curbing social diseases, and guaranteeing Chicago the world's purest milk supply—to mention only a few of the outstanding public health achievements during the past fourteen years.

Herman N. Bundesen, President of the Chicago Board of Health.

Food Inspection

A system of poultry inspection, inaugurated in 1934, was developed and resulted in the elimination of the sale of diseased poultry in Chicago.

Veterinary inspection was undertaken at slaughter houses located outside of Chicago for the ante-mortem and post-mortem inspection of calves intended to be consumed in Chicago.

A school of instruction for food handlers employed on dining cars was started in 1945. This course of instruction proved so beneficial that similar schools are now being formed for the purpose of educating employees of restaurants regarding the menace to public health from insanitary practices and utensils not properly washed and sanitized.

The enforcement of the ordinance, amended in 1946, which established a bacterial standard for eating and drinking utensils, has resulted in a great improvement in the methods of cleaning and sanitizing these utensils throughout the city.

Since 1933 approximately 35,000,000 pounds of unfit food have been condemned and destroyed.

Milk Inspection

Milk control activities of the Chicago Health Department have been recognized as a model, since the adoption of the Mayor Kelly Milk Ordinance on January 8, 1935.

During the entire period of 1933 to the end of 1946, there was only one instance—in November of 1935—when illness was attributed to a contaminated milk supply. Sixty cases of scarlet fever were believed to have been contracted as a result of contamination of pasteurized milk after delivery to an institution. No deaths occurred among the cases reported.

David M. Jones, M.D., city physician, right, analyzes an X-ray with a member of his staff.

Since 1933, there are no instances on record in Chicago where a contaminated milk supply was responsible for the spread of typhoid fever, tuberculosis, or diphtheria.

During World War II, pasteurized milk from Chicago was sent to army camps located in Alabama, Louisiana, Tennessee, Florida and Texas, as well as to nearby camps and naval training stations. Personnel of the Health Department also assisted in the teaching of trainees in the Army Veterinary Corps of the 6th Service Command.

Laboratory Services

During the past 14 years, the basic laboratory services essential for the protection of public health increased from a total of 295,436 specimens examined in 1933, to 887,262 specimens in 1946, an increase of approximately 200 per cent. To provide for this increased service, both the personnel and facilities of the laboratories have been expanded.

The Central Laboratories are located in the Health Department Building at 54 West Hubbard Street. Laboratory units are maintained at the Municipal Contagious Disease Hospital, 3026 South California Avenue; the Police Building, 1121 South State Street; the Municipal Social Hygiene Clinic, 27 East 26th Street; and the Chicago Intensive Treatment Center, 2449 South Dearborn Street.

The laboratory activities deal with practically all phases of medical and sanitary control affecting public health.

Lowest Infant Mortality Rate

Babies have a better chance to live here than in any other large city in the world, according to official records of the United States Bureau of Census. Reduction in the death rate has been accomplished by leadership in the care of premature infants, distribution of mothers' milk, close supervision of maternity and nursery wards in hospitals, and efficiency of infant welfare stations. The services of these city operated infant welfare stations are available to a mother until the child is two years old, thus insuring every baby born in Chicago a healthy start in life.

As a result of these combined services, the infant death rate has been reduced from 48.8 per 1,000 live births in 1933 to 28.9 per 1,000 live births in 1946. This is a reduction of 58.8 per cent, a fact that is incalculable in terms of human welfare and social gains. *It means that two out of every five babies who would have died in 1933 were saved in 1946!*

Maternal Death Rate Reduction

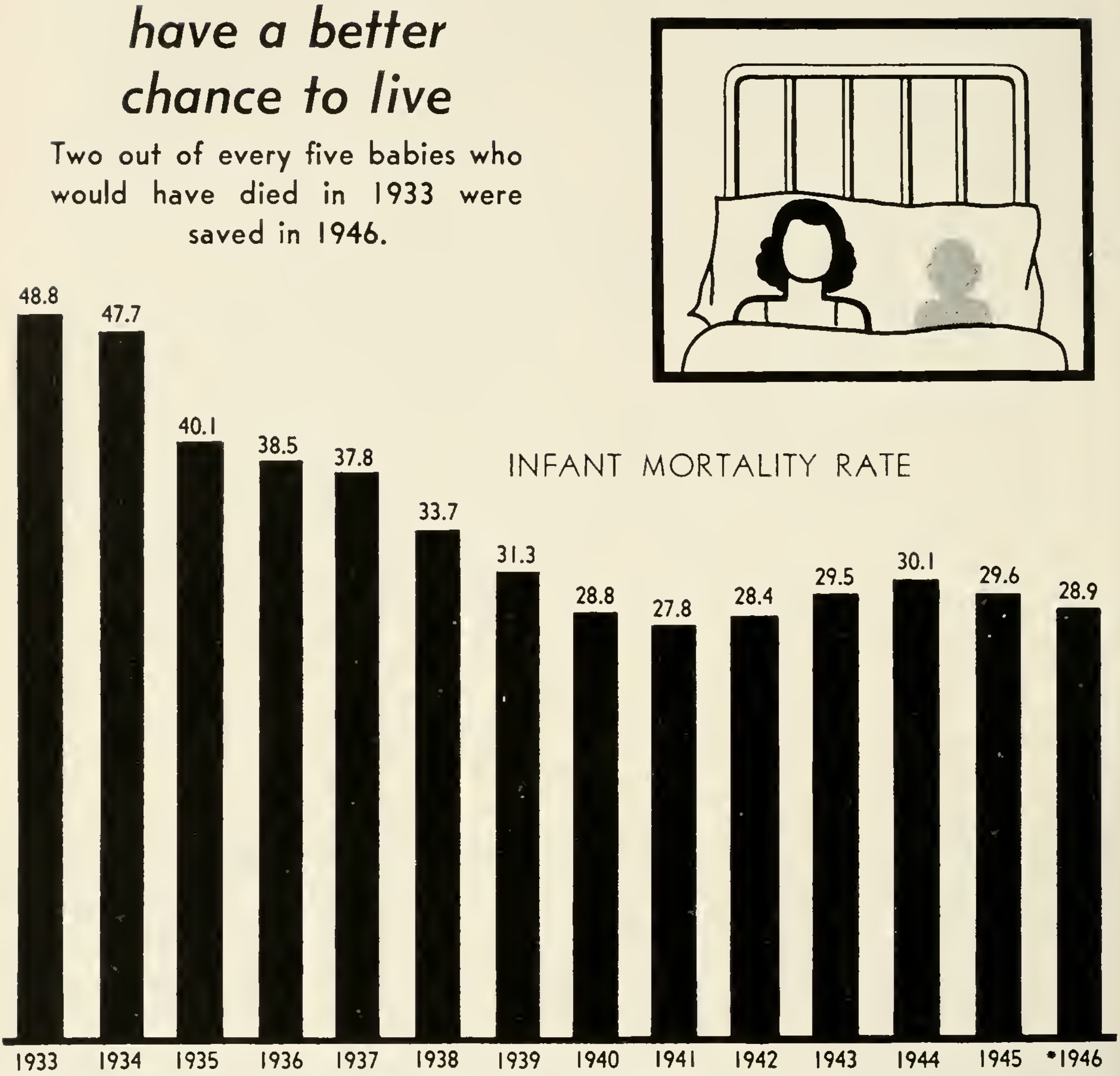
Pre-natal care, provided by the Board of Health at convenient neighborhood stations, has been an important factor in reducing the

Blood testing in the Health Department laboratories for the diagnosis of syphilis.

CHICAGO BABIES

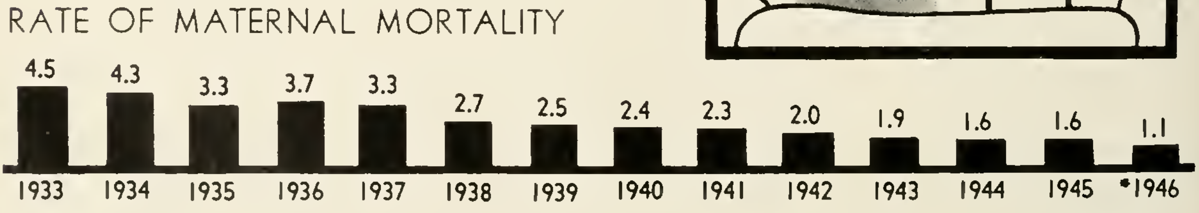
have a better chance to live

Two out of every five babies who would have died in 1933 were saved in 1946.



AND FEWER MOTHERS DIE . . .

132 mothers were saved in 1946 who might have died under conditions prevailing in 1933.



* Provisional

Pouring proper amounts for daily distribution of breast milk to sick and premature babies.

General view of the chemical laboratory of the Department of Health.

Treatment room at the Municipal social hygiene clinic.

mortality rate among mothers. Here, expectant mothers are given the best in medical care and guidance, and arrangements made for final care, free of cost, if they are unable to pay for care during confinement.

Fourteen years ago 212 mothers died during pregnancy. In 1946, the mortality had been reduced to 80. Consequently, the lives of 132 mothers were saved in 1946 who might have died in 1933, under the conditions prevailing at that time.

Breast Milk Stations

Chicago pioneered in what is known as "Mothers' Breast Milk Stations." Here, mother's milk is available free-of-charge for immature babies, babies prematurely born and for sick infants. This vital service was inaugurated by Chicago's Health Department at the suggestion of Mayor Kelly, whose own children were saved when, after an extensive search, it was possible to procure breast milk for them.

Realizing that there must be many babies who needed breast milk, whose parents were unable to pay for it, his recommendation that breast milk stations be provided free of cost was followed. Today this benefaction is available regardless of race, creed or color. Stations are located at 54 West Hubbard Street, 2401 South Kedzie Avenue, and 3704 Vincennes Avenue.

Beneficiaries of the breast-milk program, since its inauguration in 1935 to the end of 1945 numbered 10,421, including both premature and immature babies. Over 794,000 ounces of milk, obtained from 2,296 mothers, were distributed free to infants needing breast milk.

Incubator Service

From the inauguration of this program in 1935 to the end of 1945, 4,390 prematurely and immaturely born infants were transported by the incubator ambulance service of the Chicago Health Department to hospitals where special care could be given. During this period, 740 children received the home incubator service.

Heated beds, supplied by the Health Department, were used a total of 21,959 days in the period from 1935 to the end of 1945.

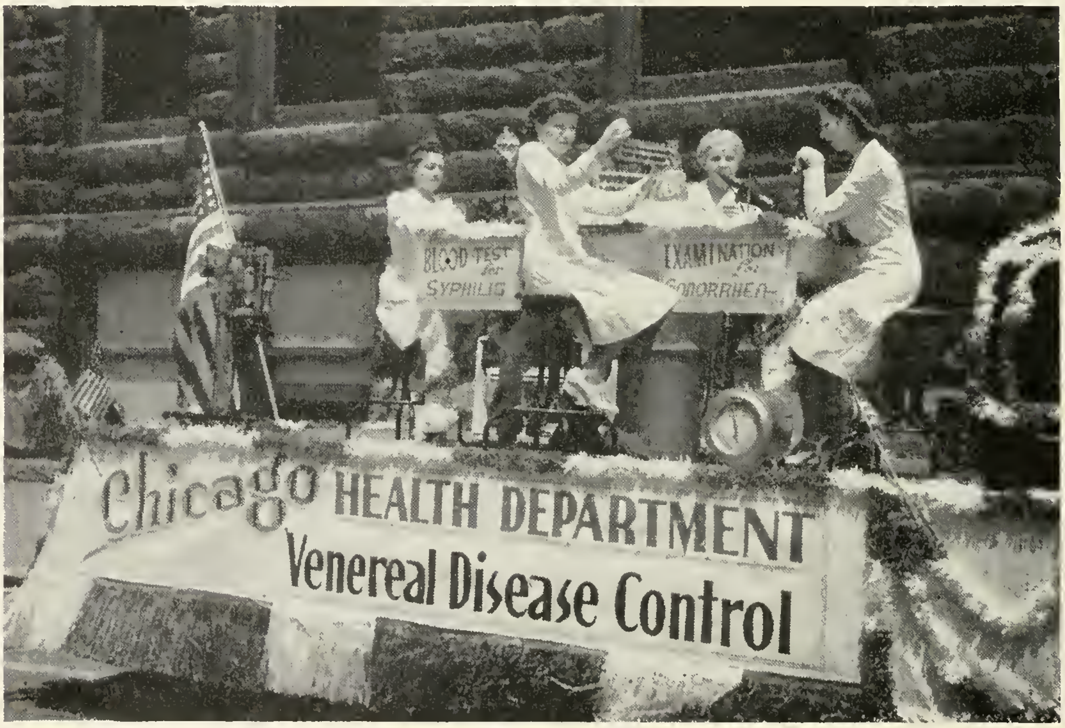
Free Smallpox Vaccine

Approximately 690,000 vials of smallpox vaccine were distributed free by the Chicago Health Department, in the period from 1933 to the end of 1945.

Checking up on a healthy-looking infant's health at the Calumet Avenue clinic.

Health Department inspector taking swab test on rim of restaurant glass to determine bacteria count as a check on dish washing standards.

Part of Chicago's highly successful attack on the social disease problem was a campaign of public education to overcome ignorance born of old-fashioned "hush-hush" attitudes. This Health Department float appeared in the United Nations parade for victory, 1942.


BLOOD TEST for SYPHILIS
EXAMINATION for GONORRHEA
Chicago HEALTH DEPARTMENT
Venereal Disease Control

Cutting sections of brain tissue in the Health Department laboratories for rabies examination.

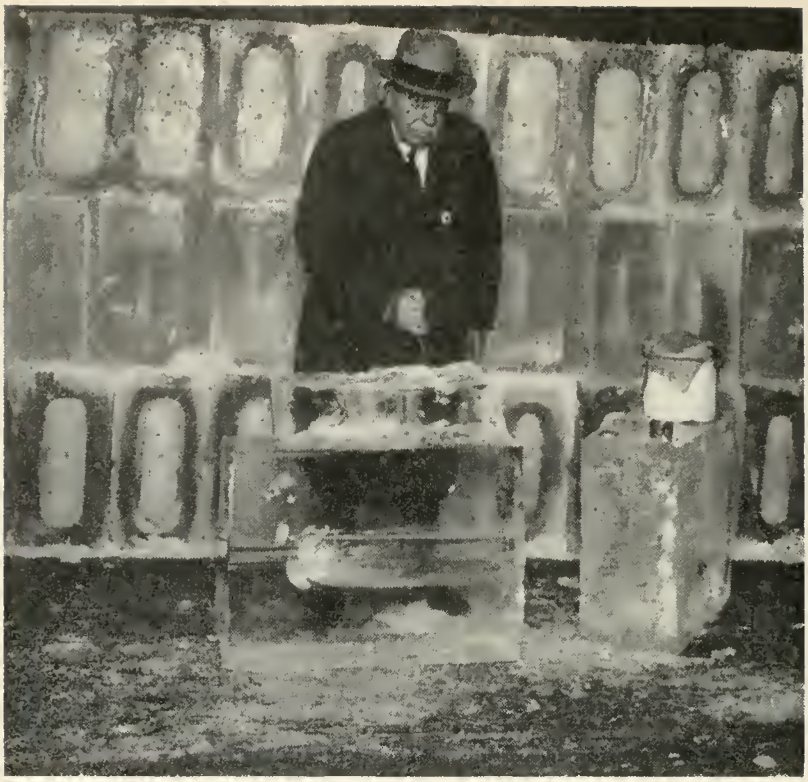
Dental Clinic Treatments

Approximately 160,000 children have received free dental care in the Chicago Health Department dental hygiene clinics, during the period from 1941, when the program was established, to the end of 1945.

Contagious Disease Control

During the 14 years of Mayor Kelly's administration, great progress in Chicago was made in the reduction and control or elimination of many contagious diseases as health hazards. In 1932, for example, 1,266 cases and 68 deaths from diphtheria were reported. In 1946 these had been reduced to 35 cases and 13 deaths reported. These figures can only begin to indicate how much suffering, because of this one disease, children and parents in Chicago have been saved. Similar figures could be presented for many other diseases. In the table below are given comparative figures of 1933 and 1946 for other diseases:

Disease	*1933*	*1946*	*% change*
Typhoid Fever			
No. cases per 100,000	79	14	−82.3
No. deaths	12	2	−83.3
Scarlet Fever			
No. cases	8,942	2,621	−70.7
No. deaths	156	0	−100.0
Whooping Cough			
No. cases	2,487	2,788	+12.1
No. deaths	21	11	−47.6
Smallpox			
No. cases	8	0	−100.0
No. deaths	0	0	—



Health Department food inspector taking samples of ice to ascertain whether or not that anti-contamination requirements are being met.

Venereal Disease Control

Since 1933 Chicago has rapidly advanced to a leading position in its control of venereal disease.

The operation of the Chicago Intensive Treatment Center started in 1942, and this is the largest institution of its kind in the world. From the time of its inauguration to the end of 1946, 23,781 patients with infectious venereal disease have been treated quickly, kindly, and safely, and have thereby been made non-infectious. As a result, infection of thousands of persons with syphilis and gonorrhea has been averted.

The effectiveness of Chicago's fight against venereal diseases is revealed in Army reports covering the first million men drafted for World War II. The syphilis rate among men from the Chicago area was only *half* the rate for men taken from the rest of the country!

Dr. Earl E. Kleinschmidt, secretary, Dr. D. J. Davis, president and Harry J. Reynolds, vice president, of the Municipal Tuberculosis Sanitarium.

MUNICIPAL
TUBERCULOSIS
SANITARIUM

The Municipal Tuberculosis Sanitarium, including its North Riverside branch and neighborhood clinics, has been rated among the leading institutions of the world, during the past decade, for the care and treatment of tuberculosis patients.

From all parts of the globe, physicians, specialists and medical students have come to Chicago to observe and study the Municipal Tuberculosis Sanitarium, the methods of its staff of outstanding experts, and its comprehensive plan for tuberculosis control.

The Municipal Tuberculosis Sanitarium has long been noted for its work in pneumo-thorax and collapse therapy, under Dr. Camillo E. Volini, and for its pioneer efforts in the use of BCG vaccine. The results thus obtained have been lauded in the medical field, and are being adopted as the basis for further activity and cooperation in these specialized fields by the United States Public Health Service.

Conspicuous in the work of the Municipal Tuberculosis Sanitarium for nearly fifteen years has been its former president, Dr. Frederick Tice, the present vice president and business manager, Harry J. Reynolds, and Dr. Leo M. Czaja, general superintendent. Mr. Reynolds is also a member of the Chicago Board of Health, serving without remuneration in both capacities.

Dr. Richard Davison, former secretary of the board, and Walter O'Neil, chief auditor, are also veterans still in the service of the sanitarium. Dr. Davison is now chief thoracic surgeon. Dr. David J. Davis, noted pathologist and dean emeritus of the University of Illinois College of Medicine, was appointed president and Dr. Earl E. Kleinschmidt, secretary of the board during the past year by Mayor Kelly, to fill the vacancies caused, respectively, by the resignations of Drs. Tice and Davison.

Dr. Kleinschmidt is also director of the Tuberculosis Institute of Chicago and Cook County.

Control Officer

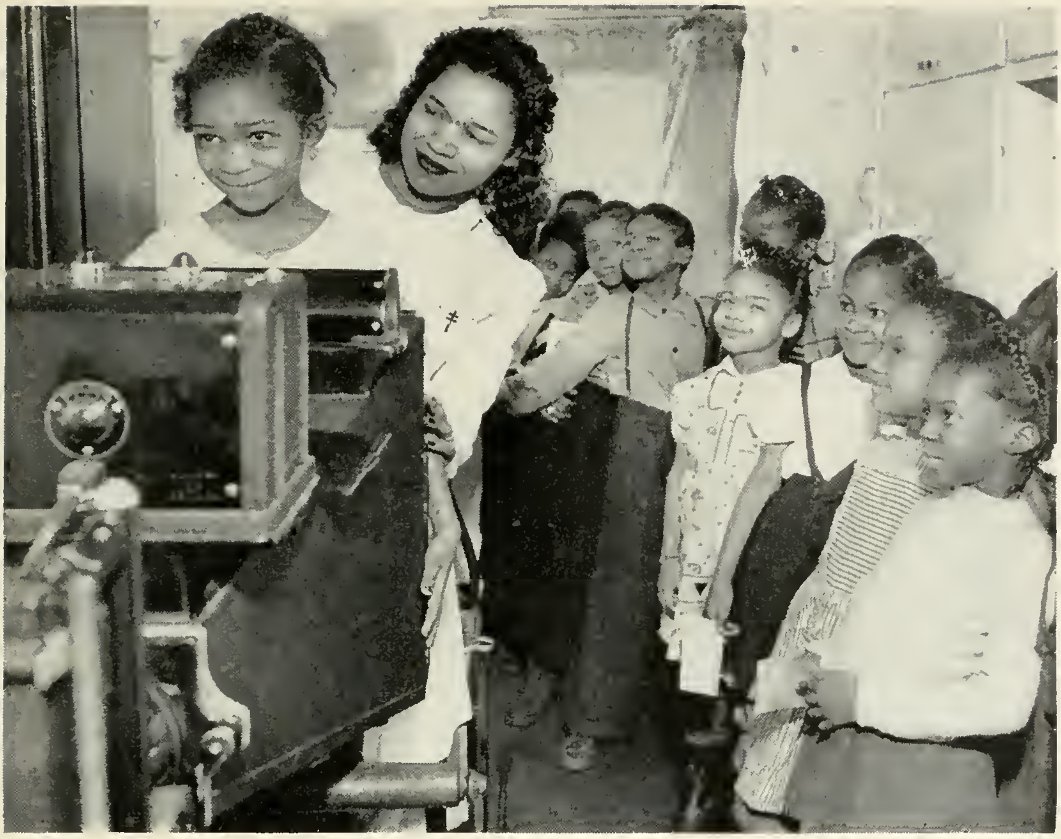
The Municipal Tuberculosis Sanitarium's directors, on the recommendation of the Public Health Service survey, added the post of tuberculosis control officer. He is charged with the duties of coordinating the fight on tuberculosis by the various agencies interested in this work, in the city and county. The Municipal Tuberculosis control officer is also the liaison man between the MTS and the various medical societies.

The first steps in the tuberculosis control program are:

(1) The evaluation of existing policies, procedures and methods used in the care, treatment and supervision of patients in the Sanitarium, the North Riverside Division, the clinics and in their homes.

(2) Attendance at all scientific meetings, to keep informed on scientific developments and new procedures.

Memorial Church of the Municipal Tuberculosis Sanitarium.



Mobile Tuberculosis X-Ray Unit of the Tuberculosis Institute of Chicago and Cook County visits Emerson school. (Chgo. Sun photo)

(3) Enlistment of cooperation of the Chicago Department of Health and the Illinois Department of Public Health in negotiations for Federal grants-in-aid for tuberculosis control.

(4) Negotiations with the Illinois Department of Public Health, the City of Chicago and the U. S. Public Health Service in obtaining funds for the establishment of additional tuberculosis hospitals, for remodeling the sanitarium and assistance to other hospitals in establishing beds for the care of tuberculosis patients.

(5) Negotiation with the U. S. Public Health Service in regard to the establishment of a National BCG Laboratory in Chicago and for the temporary assignment of a sufficient number of 70 mm. photofluorographic machines with the personnel required to operate the machines and related activities in carrying out a city-wide chest X-Ray survey.

(6) Complete coordination of the workings of all Chicago and Cook County agencies to the end that a unified plan for tuberculosis control may be established.

Teaching and Training

During 1946 special efforts have been made to expand the teaching activities at the sanitarium. A full-time program for undergraduate students has been in effect, whereby all senior students of the University of Loyola Medical School spend one week in residence at the sanitarium. Students of the Northwestern University Medical School will also participate in this program, and the medical schools of the University of Illinois and the University of Chicago have been invited to take advantage of this opportunity.

A program for postgraduate training has been established. A number of Chicago physicians, as well as medical men from other cities and other countries, particularly South America, have spent varying periods in study at the sanitarium.

A program for training of surgical residents in chest surgery has been begun. Mercy Hospital surgical residents are to spend six months at the sanitarium and other hospitals are to be invited to join this program. Medical residencies and residencies in otolaryngology have been inaugurated.

A number of postgraduate students from the University of Illinois have been assigned to the sanitarium for part of their work.

The sanitarium is now more fully utilized for teaching purposes than ever before.

Public Information Service

A public relations director was appointed by the board of directors in 1946 to prepare press releases for the daily newspapers and community papers and to maintain contact with the daily press and other organizations interested in tuberculosis work. The object is to disseminate information on the work of the sanitarium and its branches; to educate the public as to the methods of treatment and preventive measures, and to keep them informed as to the services furnished by the Sanitarium.

Through this office the MTS Review, a 24-page monthly bulletin, was established as a means of public relations within the sanitarium. This bulletin has great meaning to the patients and is eagerly awaited by them every month.

In addition to the publication of the MTS Review, the Office of Patient Relations has carried out the functions of social service and rehabilitation. From September 1 to December 31, 1946 this office had 126 referrals from the medical staff on social service problems. During the same period 86 discharged patients were referred to the State Division of Vocational Rehabilitation and as of December 31, fourteen of these patients were in actual training, while eight more were in process of approval.

An occupational therapy program has been completely planned and will be in operation the beginning of the year. A full time occupational therapist has been employed. Seventy-six patients are already on the list for bedside therapy in January, 1947.

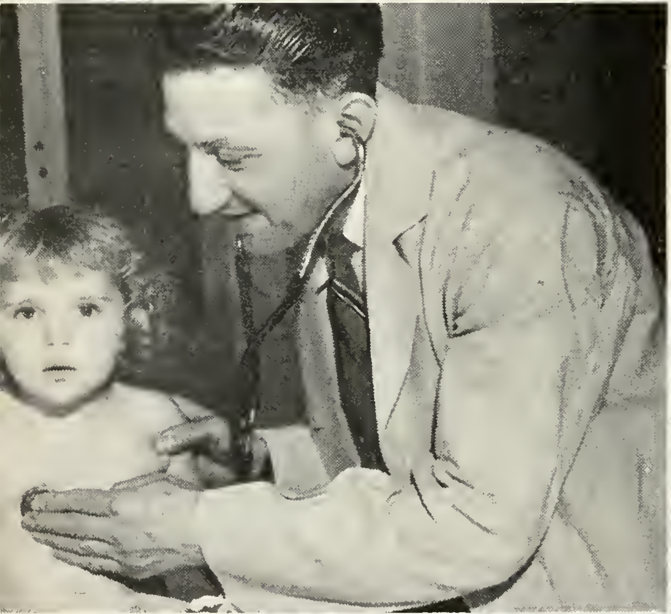
Dining room of the convalescent home.

DEPARTMENT OF WELFARE

More than a million needy people have been aided by this great service agency.

On July 1, 1936, the City of Chicago became the first Illinois municipality to be charged by the State Legislature with the responsibility for taking care of its poor and indigent citizens. On that date 191,284 persons in 75,000 Chicago homes, or roughly 6 per cent of the city's population, were without means of sustenance through no fault of their own. Men and women, able and willing to work, were unable to find jobs. The paralyzing effect of the economic depression begun in 1929 was as acutely felt seven years later. Contributions of Federal funds for relief purposes were withdrawn six months earlier. State funds were meager. It became necessary to cut already inadequate relief allowances another 10 per cent and to provide essential needs on an emergency basis only.

Chicago was faced with the problem of meeting an unprecedented situation of mass need. That responsibility was undertaken in the traditional "I Will" spirit. During ten and one-half years of operation, the City's Department of Welfare provided financial help and social



Top: Headquarters of the Department c
Welfare at 25 S. Damen Avenue. *Upper lef*
A Welfare physician makes an examinatio
in the Children's Division. *Lower left:* O
cupational therapy in the Convalescent Hom
Lower right: The Convalescent Home fo
Adults at 5059 Vincennes Avenue, which a
commodates approximately 150 patients
month.

services to more than 1,000,000 Chicago citizens. In the course of time, these 1,000,000 people, 30 per cent of the city's population, who at one time or another received assistance, have been restored to independence. They have become useful and productive members of the community.

Misfortune is no respecter of class, creed, color, age or origin. People who applied for help came from every section of the city. They were neighbors, friends, taxpayers, business men, professionals, and laborers. They were the aged, the sick, the crippled, the handicapped, the tubercular, the deserted mother, the homeless and neglected child, the mentally ill; the inexperienced adolescent and school children.

1939 Peak

The peak of dependency was reached in March, 1939, with 278,000 persons on the relief rolls. As of February 1, 1947, there were 23,500 men, women and children still receiving assistance from the Department of Welfare.

In the first six years of the city's relief administration, unemploy-

Applicants for general assistance being interviewed at the central intake service of the department of Welfare.

Commissioner of Welfare, A. E. Rose, presents decennial report of the department to Mayor Kelly at Civic Celebration, October 24, 1946.

ment was the major cause of dependency. The disastrous effects of long-time unemployment on the individual, his family life, his children and the community are many and varied. The administration soon realized that in order to be effective, *assistance must be teamed with service;* that it was essential to sustain the courage and self-respect of the unemployed, to protect and maintain an individual's own health and the health of the members of his family, to keep family ties together, to provide a chance for children to grow up in normal surroundings. To do so meant to expand a system of emergency and haphazard relief giving to a comprehensive program of human welfare. The objective was complete rehabilitation to self-sufficiency rather than temporary alleviation.

Sound Investment in Citizenship

From the point of view of the community as a whole, such a program meant a sound investment in terms of better health and better citizenship; prevention of crime, juvenile delinquency and other forms of social disintegration. In the development of the welfare program to its present stature, the Department of Welfare had the full support of the Mayor, the City Council and the people of Chicago.

During the past ten and one-half years the Department of Welfare expended $239,187,877 for total welfare needs. Of these funds the taxpayers of Chicago contributed an average of 34 per cent for the period through a special mill levy on real estate; an average of 66 per cent came from state funds derived from the cigarette tax. In the first decade of operation, the major portion of the expenditures—$114,630,799—was spent for food. The cost of shelter was $52,066,756; fuel, $9,013,055; household necessities, $6,142,104. The administrative costs of welfare activities throughout the entire program were less than 10 per cent of total expenditures.

These funds provided not only food, shelter, clothing and living comforts; they supplied needed hospitalization, medical appliances and complete health, dental, clinic, nutritional and convalescent care; furnished foster homes and supervision; provided homemakers for families hit by emergencies; institutionalized the chronically ill; placed on jobs and rehabilitated for gainful employment persons difficult to place; counseled in adjustment of social and family situations; found and conserved unsuspected resources for recipients; provided private burials.

Private Medical Care

From July 1936 to July 1946 the cost of total medical and health care alone was $8,679,729. The department provides complete medical care. This includes physicians' services, drugs, dental services, hospital

The central files of the department of Welfare maintain records of more than 1,000,000 persons who have applied for aid since 1936.

and clinic care, medical appliance, homemaker service and convalescent care, when needed. The recipient selects a physician or dentist of his own choice, and thus maintains the patient-doctor relationship on an individual basis. In addition, the department operates a Medical Examining Unit to determine employability of applicants and recipients; a Dental Diagnostic Clinic for children and adults; a Preventive Well Children's Clinic for periodic examination of children who are not in clinic attendance.

In 1942, the department established a well equipped and modern Convalescent Home at 5059 Vincennes Avenue, to provide services for persons who require medical and nursing care during periods of convalescence following serious illness or injuries. An intensive program of vocational and physical therapies is in operation under trained supervision. The object is to achieve rehabilitation of handicapped persons by maintaining their old skills and the training of new skills. The cost of convalescent care was $1,441,372.

Safeguarding the Home

During the same year, a Homemakers' Service was established to help keep families together in emergencies. Competent homemakers are placed in homes in which the mother is either temporarily out or

Children's advisory committee of the department of Welfare. Left to right, standing: Rev. Theodore Thormahlen, Rev. John Houlihan, Joseph A. Moss. Left to right, seated: Mrs. Zephyr Stewart, Mabbeth K. Reckord, Miss Ethel Verry, Miss Marion K. Craine.

Clean, comfortable quarters are provided in the men's section of the Convalescent Home.

Case workers of the department of Welfare discuss case with Dr. Walter Adams, psychiatrist.

Convalescent Home kitchen.

else too ill to care for her children, or in motherless homes in which the father is incapacitated.

The Children's Division provides care for 2,251 children, who are temporarily homeless or are in need of some sort of adjustment due to domestic or family difficulties. For many of these children, foster homes are provided in all parts of the city. Others are placed in institutions due to a lack of foster homes.

Finding Jobs for 17,600

With the consistent rise of employment opportunities in 1939, the department launched a vigorous job placement program, and jobs were found for 17,600 hard-to-place men and women.

Adequacy of budget allowance enables the recipient to live on a level of decency and to maintain normal health standards. As more funds became available, budgets were revised upward and were adapted to meet increases in the cost of living. A 25 percent increase in the food allowance was put into effect in 1946. A typical monthly budget in 1947 for a family of four (man, woman, boy aged 13 years, girl aged 8) is $142.27. In 1936 the budget for the same family was $47.14. Although the purchasing value of the dollar was much higher in 1936, the total allowance was not sufficient in terms of human needs. Cash allowances are supplemented with available surplus food commodities, clothing in kind, in addition to medical care and other available services. In 1946 alone, more than one million pounds of such commodities were distributed to recipients.

THE CHICAGO HOUSING AUTHORITY

has built 7,900 low rent housing units since 1938 —and is building more!

Chicago's present housing crisis is a direct result of the war. During those years when man-power and materials were channelled into production and services to aid the war effort, civilian construction practically ceased. Also since 1940, the city has gained more than 400,000 in population, partly due to a normal increase and partly because a great number of workers migrated to Chicago during the war and remained after hostilities ceased. As a consequence, returning veterans could not find adequate housing accommodations.

In spite of a housing shortage unparalleled in the city's history, however, the groundwork has been laid to move rapidly to provide thousands of new housing units and redevelop Chicago's blighted areas. Civic leaders recognize that this is a tremendous and challenging job. Its full success will depend upon the cooperation of both private groups and public agencies.

The first problem is to care for the immediate, emergency needs of those who must be housed at once, by providing temporary accommodations. The second is to rid the city of its growing areas of substandard housing where decay and deterioration is serious. Chicago

Today, in many areas, the children's playground is the street. Tomorrow they will have spacious, landscaped community playgrounds of their own.

Victory gardening at Julia C. Lathrop Homes.

The Ida B. Wells Homes—another development of the Chicago Housing Authority.

This Project is part of the

Spacious, brick-bordered lawns of the Robert V. Brooks homes.

now has some 23 square miles of residential areas which are classified as "blighted" and "near-blighted" by the Chicago Plan Commission. Of the city's total of 1,050,000 family dwelling units, nearly one-fourth, or 242,000, are in these areas. These dwellings, a great majority of which are substandard, house a total of approximately 840,000 persons —almost one-fourth of the city's population.

Houses Over 60 Years Old

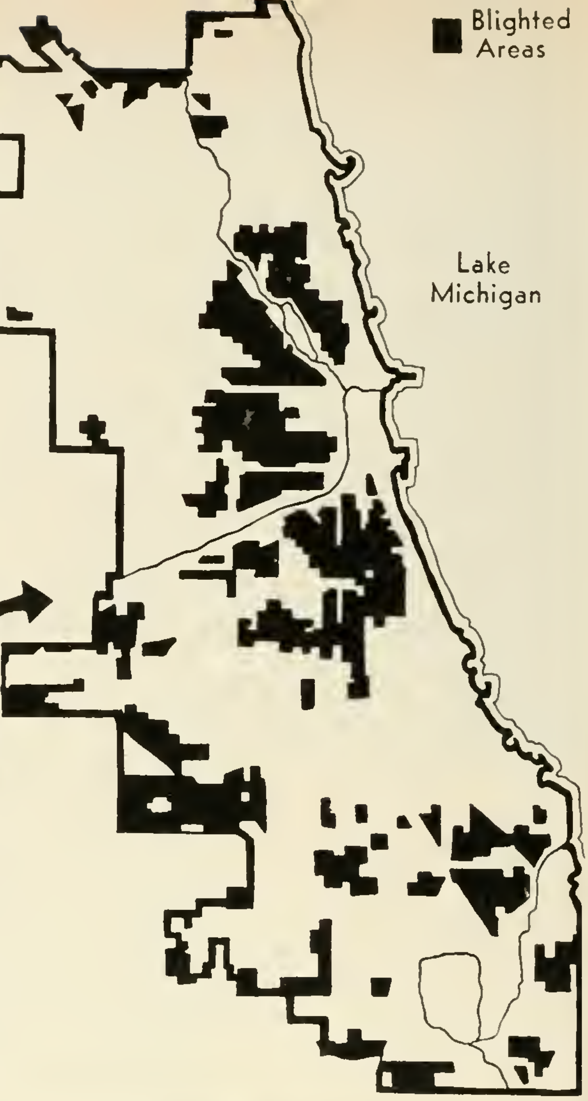
These neighborhoods contain the oldest housing in the city. Many of the frame shanties, two and three flat brick structures, and "lean-tos," are over sixty years old. Some even date back to the Chicago Fire of 1871 and to Civil War days. Within the next twenty-five years all the structures in these blighted and near-blighted areas will have to be replaced; many of them will fall in of their own weight or be destroyed by fire if they are not removed.

During the recent war years, the processes of decay and deterioration of these slum communities has been accelerated. Although some buildings have been destroyed by fire or from other natural causes, their place has not been taken by any new construction. Vacant and wasted land exists in some parts of the slums, while the total area which is slum is steadily increasing and spreading. In fact, it has been estimated that there are an additional 100,000 substandard dwelling units in areas outside the so-called blighted or near blighted 23 square miles.

Organized efforts to eliminate these disgraceful conditions have been generally confined to a few federally-financed public housing

Areas where NEW HOUSING *is needed*

CHICAGO HAS 23 SQUARE MILES OF BLIGHTED OR NEAR-BLIGHTED AREAS WHICH MUST BE REBUILT WITH MODERN HOUSING.



IN THE CITY'S TOTAL OF 1,050,000 FAMILY DWELLING UNITS, NEARLY ONE-FOURTH, OR 242,000, ARE IN BLIGHTED AND NEAR-BLIGHTED AREAS.

Thousands of additional dwelling units, like the Altgeld Gardens, are scheduled for construction by the CHA.

Rattle-trap frame houses such as these are to be replaced with modern, fireproof, low rent housing.

developments of the Chicago Housing Authority, as well as the commendable, but difficult, efforts of civic groups and city departments to obtain repair of dwellings through the enforcement of minimum standards ordinances. In addition, the experience of two notable private rental projects—the Town and Garden Apartments on the near North Side and the Michigan Boulevard Apartments on the South Side—have pointed clearly to the need for governmental assistance in the slum redevelopment program. Both developments constructed during the late "twenties" replaced blighted tracts, but proved that publicly-subsidized dwellings would be required before a majority of the present low income occupants of these areas could be housed.

CHA Started in 1938

It was for this purpose that both federal and state enabling legislation was enacted, the former by Congress to provide federal funds to finance the construction of local public housing projects, and the latter to set up local housing bodies, such as the Chicago Housing Authority, to administer, operate, and supervise the development of the projects. The Chicago Housing Authority since beginning active operations in 1938, has taken over and developed a total of eleven public housing developments, totaling 7,900 dwelling units. In addition, it is now

Trumbull Park Homes constructed by the Chicago Housing Authority.

proceeding with the assembly of land for another 800 dwelling apartment project on the near South Side. While four of these large public housing developments have directly cleared and replaced 120 acres of slum properties, others were built during the war period on vacant tracts. The Chicago Housing Authority was able, however, to comply with the federal requirement that one slum unit be eliminated for each new dwelling built, because the city departments effected the closing or repair of thousands of substandard structures during this period.

Conforming to its purpose of providing low rent dwellings for families of low income, the CHA both before and since the war accepts as tenants only those of low income who are living in substandard dwellings. Those with incomes averaging as low as $65 per month are able to secure homes in these developments. The CHA has also insisted that only families with children be admitted to its developments. During the war period, the CHA participated in the program to provide additional dwellings for war workers, by admitting only families of essential workers into projects which were then under construction. Again meeting an emergency need, the CHA is now giving preference to veterans' families for apartments which become available in its low rent projects.

Financing

The low rent public housing developments are financed through long term notes of up to a sixty-year amortization period at very low

The Julia C. Lathrop Homes are arranged with expansive play areas.

The Jane Addams houses, one of th
rent projects of the CHA.

interest rates, and are subsidized by both the local and federal governments. Because of this, the CHA is able to provide efficiently designed dwellings, each with a kitchen and bath, of up to six rooms in size for monthly rentals as low as $15. These very low rates are charged only the lowest income families in residence, while other families pay higher rentals in proportion to their incomes. Before the war, when only families earning less than $1,200 a year were accepted as tenants, these rentals averaged only $21 a month, including utilities. To provide these modern dwellings for such low income families, the public is called upon to contribute subsidies amounting to an estimated $13 a month per family housed.

Slums Costly to City

Such subsidies are well warranted, civic leaders argue, if slums which are costly in crime, disease, and municipal services can be eliminated. It is known that slums in Chicago and other cities of the nation contribute 45 percent of the major crimes, 55 percent of juvenile delinquency, 50 percent of the arrests, 60 percent of tuberculosis deaths, 50 percent of the disease, 35 percent of the fires, and require 45 percent of the city's service cost—despite the fact that they comprise only about one-fifth of the metropolitan areas.

Children's Cities

The public housing developments, designed on a community plan basis, have become known as "Children's Cities." Outdoor and indoor playgrounds and other recreational space is available and the tenants have made good use of it.

Child, "teen-age" and adult members of the public housing communities, through Tenant Councils, have developed a wide range of activities, including drama classes, home decorating and sewing groups, athletic events, nursery school groups, garden contests, outdoor carnivals, dances, bingo parties, and project newspapers.

Recognizing that the future welfare of the city was inevitably tied into the success of making Chicago the best place in which to live as well as work, Mayor Kelly outlined the housing job facing the city early in 1943. He called for the clearance and rebuilding of Chicago's slums in a joint private-public program which must produce "some half a million new homes to be built during the next generation" for families in all income groups. The Mayor pointed to the need for "new legislation, federal, state, and local."

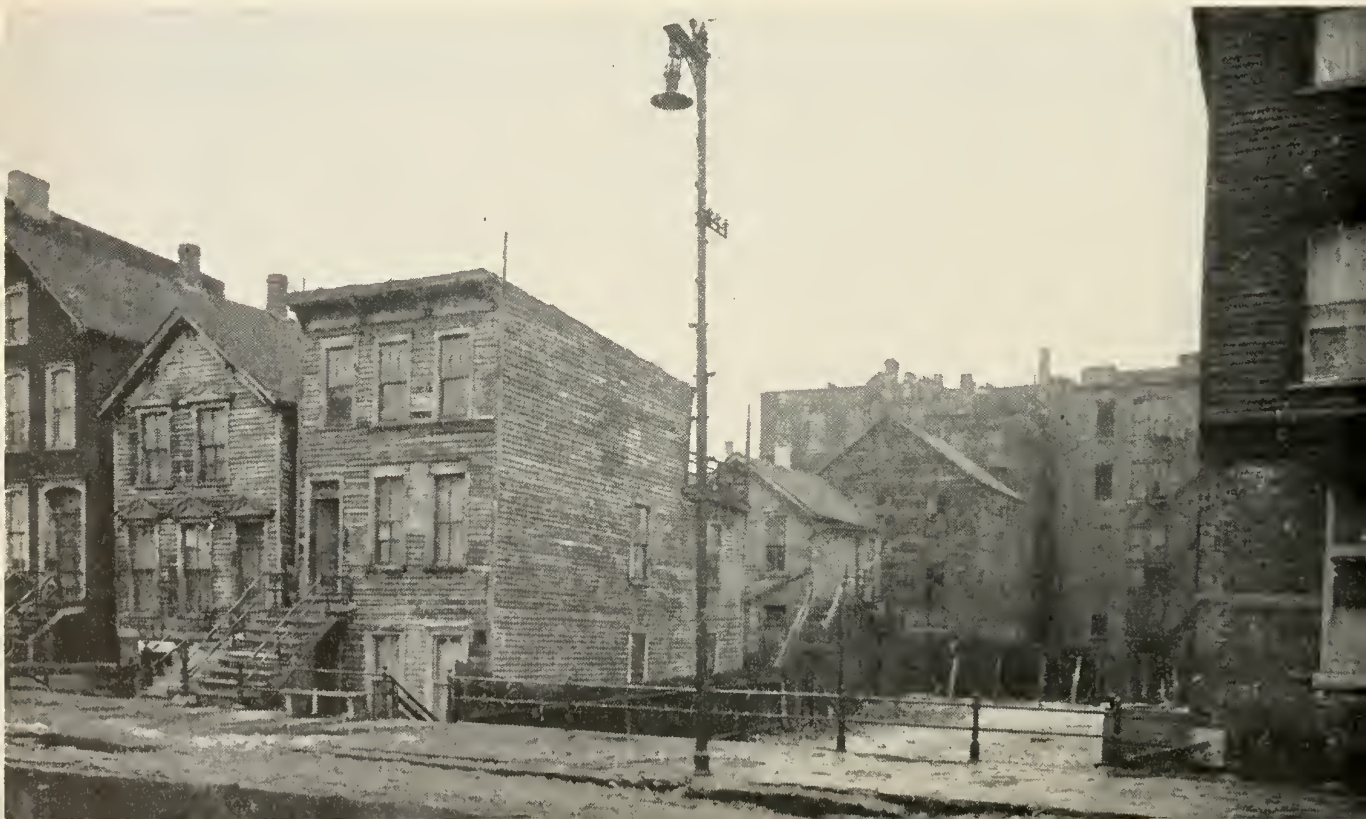
Robert R. Taylor, chairman of the Chicago Housing Authority.

Following through with his proposed housing plan, the Mayor, in January 1945, announced that with his concurrence the Chicago Housing Authority had applied to the federal government for funds with which to construct an additional 40,000 public low rent housing units in the early post-war years. Stating that in his opinion the public housing program "ought to be but a part of the huge rebuilding program Chicago contemplates," the greater part of which "must be done directly by private enterprise," the Mayor then took steps to secure for the first time both *city* and *state* funds to assist in the assembly and clearance of slum sites which could then be used for housing.

Slum Clearance Bond Issues

The City Council first recommended that a $5,000,000 slum clearance city bond issue be submitted to the voters at the June, 1945,

Site of the Frances Cabrini Homes on the near north side. Of 581 dwelling units in this area, 515 had stove heat and 433 had no bathtubs.



judicial election. With the cooperation of the state, legislation was enacted by the General Assembly authorizing such a city-aided program and also providing $10,000,000 of state funds, $4,300,000 to be turned over as Chicago's share, for the same purpose. The city bond issue was overwhelmingly approved, and in the fall of 1945 the Council enacted an ordinance designating three blighted areas in the west and south sides for clearance. Actual purchase of land, which was to be undertaken by the city, had to await judicial review by the Illinois courts. A recent favorable decision of the Illinois Supreme Court upholding the constitutionality of the city-aided slum clearance program will now permit the purchase of land to proceed.

In the meantime, the Chicago Housing Authority, having received the $4,300,000 of state funds in early 1946, is already at work purchasing properties in the three blighted areas to be cleared and rebuilt. Combining the land to be acquired under both of these programs, it is expected that a total of some 80 acres of slum land can be reclaimed and, when rebuilt, will provide sites for new housing for an estimated 16,000 persons.

Emergency Housing

With the end of the war, Chicago's housing program had to shake off the necessary shackles which had prevented construction during the war, in favor of the production of war material, and attempt a speedy readjustment to meet an emergency. Knowing that, unless

Story-telling hour is a regular feature of the pre-school nursery sponsored by the Jane Addams Community Council.

drastic measures were taken at once, the city could expect at least 100,000 married veterans and additional thousands of single veterans to be in search of a place to live, Mayor Kelly and the City Council, as well as the Housing Authority, swung into action. The Mayor pleaded with housing and elected officials in Washington for legislation and funds to build a vast supply of both temporary and permanent housing. He applied for the use of surplus temporary war housing, and the City Council first appropriated a million, and then another million dollars, to help get the "temporaries" up.

Public Agencies Cooperate

With the cooperation of the various public agencies, including the Chicago Board of Education, Park District, Sanitary District, and Forest Preserve District, which made vacant land sites available for the "temporaries," free of charge, the houses went up. They were to be operated by the Chicago Housing Authority with the Federal government paying the cost of shipping and building the houses and the city covering the expense of installing the utility lines. Under this program the CHA is now completing units in 21 locations for 3,400 veterans' families. Of all types, including pre-fabs, quonsets, and even trailers, the "temporaries" are for rent to married Chicago veterans at the reasonable rates of from $22 to $41 a month. From applications taken at the Chicago Housing Center at 61 E. Lake

Elizabeth Wood, executive secretary of the Chicago Housing Authority, reviews blueprints with an assistant.

Street the names of more than 25,000 certified veterans who have asked for temporary housing have been sent to the CHA. Selected on the basis of emergency need, veterans' families in the most desperate of circumstances are finding shelter in these dwellings until such time as the construction of permanent housing catches up with the city's housing needs.

THE NEED FOR PRIVATELY FINANCED CONSTRUCTION AND CONSERVATION

In addition to low rent, subsidized housing, there exists a great need for new rental housing and for the conservation and improvement of many of the city's residential areas.

Studies made by the Chicago Plan Commission showed that during the war, about 25,000 dwelling units were erected in Chicago, but the net gain in the city's housing inventory amounted to less than 15,000 units. Fires and demolitions caused many new dwellings to become merely replacements and not numerical additions to the local supply of housing.

As a part of the city planning program, a new and more detailed study of housing, embracing economic, financial, and legal factors affecting the entire framework of the local market, was undertaken by the commission. A committee on housing not only devoted much time to the study of the mass of statistical data thus assembled, but carefully considered every suggestion and objective proposed by those interested in Chicago's housing problems. During the preparation of the report, much of the information was employed in the development of various studies which were made available to the governmental agencies engaged in the regulation of new construction during the defense and war periods.

As the study progressed, it became clear that Chicago is confronted with a problem having both short- and long-term implications. The current estimated population of 3,600,000 is an increase of 200,000 over that of 1940, while the total number of families has increased relatively more. In order to make available adequate housing for these additional families, the report indicates that approximately 100,000 new dwelling units are required almost immediately. Over a twenty to twenty-five year period, during which Chicago's population is expected to increase to 3,800,000, it is estimated that some 500,000 new or rehabilitated dwelling units will be needed. Of these about 150,000 will suffice to accommodate the further increase in families; 350,000 will be needed to offset the equivalent number of dwelling units to be removed from blighted, near-blighted, and conservation areas through programs of redevelopment and rehabilitation.

In order to illustrate the many problems involved in the redevelopment of blighted areas, the Plan Commission made a detailed study of a near northwest neighborhood, the results of which are included in "Housing Goals for Chicago." This sample study is indicative of the treatment which must be accorded all blighted areas prior to their redevelopment. After an analysis of all factors, the commission arrived at the following conclusion:

"There is a compelling reason for municipalities to offer public aids to stimulate redevelopment projects. In addition to the many social benefits to be derived through the elimination of blight, there is a practical dollars-and-cents justification for the expenditure.

"Every effort must be exerted to stimulate rental housing construction. The majority of those who are in direct need of housing, including most of the veterans, want to rent instead of to buy. This demand can and will be met when investors can feel assured of a reasonable return on the outlay currently required to produce rental accommodations. 'Housing Goals for Chicago' results from the sober determination of the Plan Commission to present the facts about housing and the means most expedient to employ in attacking the housing problem.

"It should be remembered, however, that homes built today will remain in the city for many years to come. For this reason, these dwelling units, as pointed out in the housing study, should be soundly designed and constructed in order that they will contribute to the utility and stability of the neighborhoods of which they are to become a part. Care should be taken to see that unattractive neighborhoods are not created by hasty, unplanned construction that will exert an unfavorable influence on future Chicago."

As the year unfolded, the soundness of the logic contained in "Housing Goals for Chicago" became more and more evident. Most of the recommendations contained in the Plan Commission's 14-point program were adopted by other groups and government agencies. More recently, many of these recommendations were incorporated into the national housing program.

Bess Myerson—Miss America of 1945—attends a celebration at Altgeld Gardens under the auspices of the Commission.

MAYOR'S COMMISSION ON HUMAN RELATIONS

A distinguished group of citizens have joined forces with the Mayor in the name of Tolerance.

When Mayor Kelly appointed the Mayor's Committee on Race Relations in July 1943, the Detroit race riot had just occurred. The committee met in the Mayor's office, appointed Edwin R. Embree, President of the Julius Rosenwald Fund, as chairman, and received the Mayor's mandate to do everything possible to maintain peace and harmony between the various racial, religious and nationality groups which make up the city.

The committee, as first appointed, consisted of eleven members, representative of business, labor, religious and racial groups. Early in 1946, the City Council changed the committee's name to the "Mayor's Commission on Human Relations." In November, three new members were added to represent nationality and other religious groups and the field of industrial relations.

For the first half year the commission was financed out of alloca-

Miss Joy Schultz, Director of the Department of Community Service.

Left: **Edwin R. Embree, Chairman of the Mayor's Commission on Human Relations.**

tions from the Mayor's emergency fund. For 1944 and 1945, the City Council appropriated $25,000 annually and $58,000 for 1946.

The commission announced as its objectives:

1. Equal city services to all, except as expanded to meet human needs, without discrimination.

2. Fair employment and upgrading in all city departments according to ability and seniority, without regard to race, creed or nationality.

3. Public information to emphasize the contribution of all minority groups which make up Chicago and to combat prejudice.

4. End discriminatory practices in private services offered to the public, in employment and housing.

5. Co-operation with city departments and civic agencies to check anti-racial, anti-religious and anti-nationality activity and to uphold civil right of all citizens.

Support and Participation of Civic Leaders

In order to enlist the support and participation of a broad representative group of Chicago's citizens and civic leaders, the commission established working committees in six fields, namely: education, employment, housing, health and welfare, law and order, and recreation. Some 300 people work on these committees, which are composed of representatives of city departments and civic organizations and individual civic leaders. These committees meet regularly and serve to inform and secure the democratic participation of responsible civic leaders and, through them, their organizations in the planning of solutions to the problems of human relations, and in carrying out specific projects in conjunction with staff members.

Law and Order

Because of the disturbances and racial conflicts which had recently occurred in other American cities, the commission's first task was to work with the city police and park district police, the fire department, and the city law department to maintain peace and harmony in Chicago. Fortunately, in only three instances since July, 1943, has there been any need to use a considerable number of law enforcement officers in situations where conflicts and tensions were high. In each case the action of the police has held these situations in check. Although local violence has been present, interracial conflict on any considerable scale has not occurred in the city. The commission has been on the actual scene in these situations, working cooperatively with the police officials.

In order to maintain a close check on situations which might develop into anti-social violence, the commission analyzed and mapped out the areas and communities of most acute tension between racial, religious and nationality groups. Following this the commission developed "listening posts" and "information centers" in all these areas by enlisting heads of local institutions, business, labor and civic leaders. With this information, the commission has been able to alert local police officials and community leaders in time to take needed action.

Edwin R. Embree, chairman, left, presenting the awards in human relations at the first annual awards luncheon of the Mayor's Commission.

The Mayor's Commission on Human Relations participated in a rally at Orchestra Hall, sponsored by youth leaders in answer to hate strikes in schools. Danny Kaye, radio and screen star, center, aided the rally.

When an analysis showed many non-white citizens moving into new areas, the commission alerted police officials so that adequate police protection could be given to the newcomers. By making it clear to the community that law and order will be enforced by the police, peace has been maintained. The new families have thus been given time to adjust themselves to the community, local groups an opportunity to assist in that adjustment.

When members of minority groups bring complaints of discrimination in civil rights to the commission's attention, the commission seeks to achieve voluntary compliance by the offender with the state civil rights statutes. To accomplish this, conferences have been held with associations representing hotels, restaurants, and tavern owners, as well as with the heads of individual establishments. Many of these establishments have voluntarily agreed to end discrimination.

Wherever a publicly licensed establishment refuses to abide by the civil rights statutes, the commission works with the Civil Rights Unit of the City Law Department to bring it into compliance with the law and to eliminate discriminatory practices. The Mayor's Commission receives and investigates complaints and seeks to obtain voluntary compliance. Where legal action is involved, the entire matter is turned over to the Civil Rights Unit of the Corporation Counsel.

The commission is publishing a Civil Rights Handbook, which will contain the civil rights statutes of Illinois and practical suggestions on what to do in cases of discrimination.

In-Service Training

The park district police have developed an excellent in-service training course in human relations as a regular part of their Police Academy. This course has already resulted in more effective handling of tension situations. On the recommendation of the Mayor's Commission, the City Commissioner of Police is now working on a similar in-service training course for his department.

The commission has recommended that police officers who are members of minority groups, be appointed and assigned to responsibility throughout the city and in all departments. The commission has taken the position that an efficient police officer who is a member of a minority group, can do a tremendous amount of good for human relations. The city police department now has Negro officers serving as follows: One captain in charge of a police district; one lieutenant; seven sergeants, and 207 Negro patrolmen.

The commission has recommended that additional Negro officers be employed by the park district police department, which had only one in 1945, who was killed in line of duty in September of that year. During 1946 this department added 20 Negro officers and a Negro policewoman.

Public Information

The Mayor's Commission has held three public conferences in City Hall which were called by the Mayor: February, 1944, "Planning in Race Relations"; May, 1945, "Home Front Unity"; November, 1945, "Human Relations in Chicago." These conferences presented basic facts and problems of minority groups in housing, employment, education, health and welfare, recreation, and law and order. Representatives of city departments and some eighty civic organizations participated. Out of the conferences of 1945 came not only the objectives and goals of the Mayor's Commission but the cooperation of civic organizations and city departments.

By the end of 1946, a high level of cooperation in action had been developed. The commission made the findings of these conferences available to a wide section of civic leadership and, with the aid of the press and radio, developed a broad recognition of these aims. The commission, too, has brought this program before a large number

Staff conference of department heads—executive director, Thomas H. Wright, Lt. Ralph H. Metcalf, Civil Rights, Capt. Russell H. Babcock, Public Information and Education.

of city-wide and local community organizations through speeches and discussions. Press releases, fact sheets, special stories for feature articles—going to more than 500 newspapers—radio stations, community, church and labor papers, columnists and commentators have been utilized to inform the public.

Education

The commission has worked with the Board of Education and private schools, seeking to establish in-service teacher training in human relations, in the expansion of intercultural education programs, participation of school leaders in community human relations problems, and increased use of qualified teachers from minority groups.

The commission has aided the press and radio to take a constructive attitude toward minority groups by eliminating race labeling, developing more awareness of the contributions of minority groups to the city's life, and recognizing their social responsibility in handling tension situations. Two local newspapers have dropped race labeling in crime stories. All have assisted in maintaining the peace by factual, non-inflammatory reporting and constructive editorials.

Employment

The Mayor's Commission cooperates with city department heads, public employment officials, employers, personnel executives, and labor union representatives in its task of eliminating discrimination in employment and with the Corporation Counsel in enforcement of the city's FEP ordinance.

Housing

The Commission works constantly with the Chicago Housing Authority, in veterans' emergency housing projects, where human relations and community tensions are involved; with real estate firms, insurance companies, banks and co-operative housing groups, the Metropolitan Housing Council and the Commissioner of Buildings to establish non-discriminatory practices in the field of housing.

Recreation

The commission works with park district officials, officials of recreational associations, owners of skating rinks and other amusement enterprises, the Recreation Commission, the Council of Social Agencies to see that facilities are open to all in accordance with civil rights statutes, democratic practice and the rule of fair play.

Health and Welfare

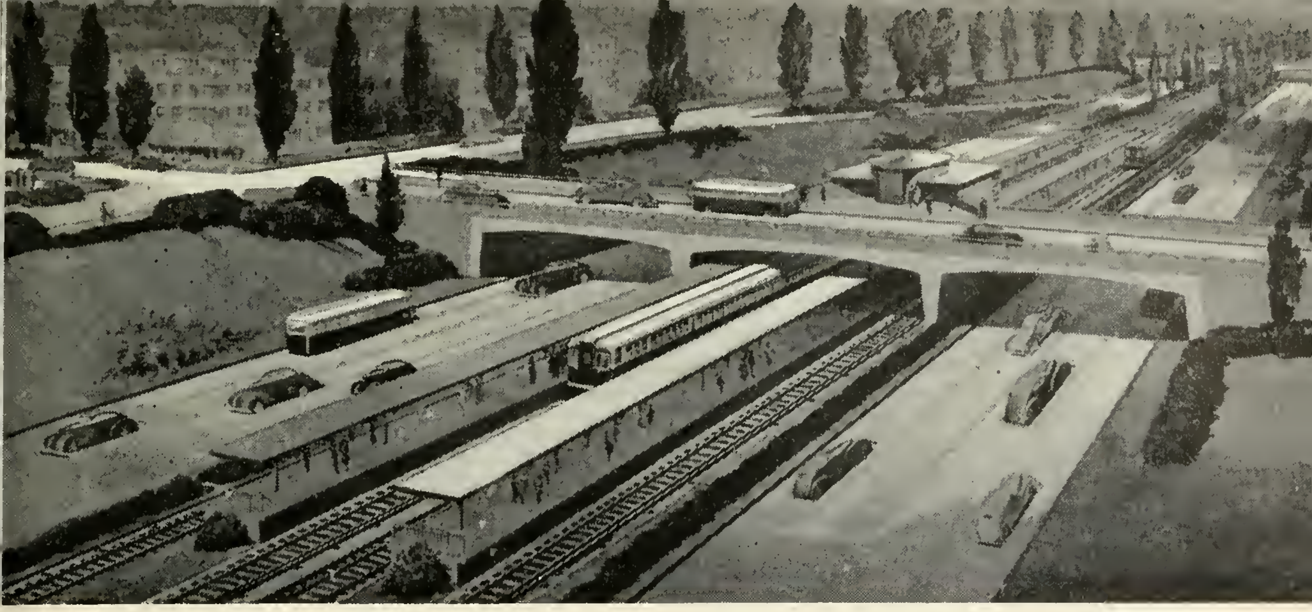
The commission counsels with the Health Department in making facilities available to minority groups, has recommended additional programs in the field of dental care, tuberculosis and V.D. control. It maintains liaison relationships with the City Welfare Department, and makes surveys of private hospitals as to their practices and treatment of members of minority groups and seeks to get them to accept patients without segregation and without discrimination. It has also discussed with them the opening of nurses' training schools, technical and laboratory departments, medical and courtesy staffs to qualified members

Police commissioner John T. Prendergast and Captain Peter H. Annen of the Park District Police explain the distribution of minority groups to representatives of the Youth Council.

of minority groups. A subcommittee has conferred with deans of class A medical colleges on the admission of qualified Negro applicants to those schools and has been assured that they will accept applications from qualified members of minority groups.

Awards in Human Relations

In 1946 the Mayor's Commission established a Committee on Awards, which presented awards to eight organizations which had demonstrated by their activities a fundamental belief in good human relations. The organizations named were Roosevelt College, Radio Station WBBM, Ricardo's Studio Restaurant, Adventure Island Camp, the Chicago YWCA, the Chicago Welfare Department, the Chicago Industrial Union Council, CIO, and the Catholic Youth Organization.



The Congress Street Superhighway and West Side Subway will be constructed together at tremendous savings to the people of Chicago.

THE DEPARTMENT OF

SUBWAYS

AND

SUPERHIGHWAYS

The city's transportation experts are again in action to give Chicago better, faster, safer means of intra-city travel.

Chicago's first rapid transit subway—the State Street route—has behind it more than three years of outstandingly successful operation.

To supplement this subway, and the Milwaukee Avenue-Dearborn Street-Congress Street subway, which is now being completed, a West Side subway and two streetcar subways across the loop—one in Jackson Boulevard and one in Washington Boulevard—are programmed for the immediate future.

A longer-range subway program, subject to change as warranted by conditions, has been prepared for construction of extensions in Wells Street, in Archer and Ashland Avenues, in South Park Avenue, North Avenue, Belmont Avenue, and a single track express subway in Milwaukee Avenue from Division Street to Logan Square.

No property tax revenue has been used in the construction of subways. The first two routes are being financed from the City Traction Fund, supplemented by a cash grant of $25,200,000 obtained by Mayor

V. E. Gunlock, commissioner of Subways and Superhighways.

Kelly from the Federal government. Funds for the immediate program ahead will be obtained from the sale of subway revenue bonds. This method of financing was insisted upon by Mayor Kelly to avoid burdening the general property taxpayers with any part of the cost of these extensive improvements.

Swift and Safe

More than 270,000,000 riders have shared in and benefited from the safety, time-savings and improved rapid transit service provided by the State Street subway. Jackson Park-Howard Street "L" trains and Ravenswood "L" trains to Englewood and Normal Park operate through the State Street subway.

Not a single operating accident has occurred, although there are 746 trains every week day through the subway's twin tubes. Train operation is constantly safeguarded by modern automatic signal and train control systems.

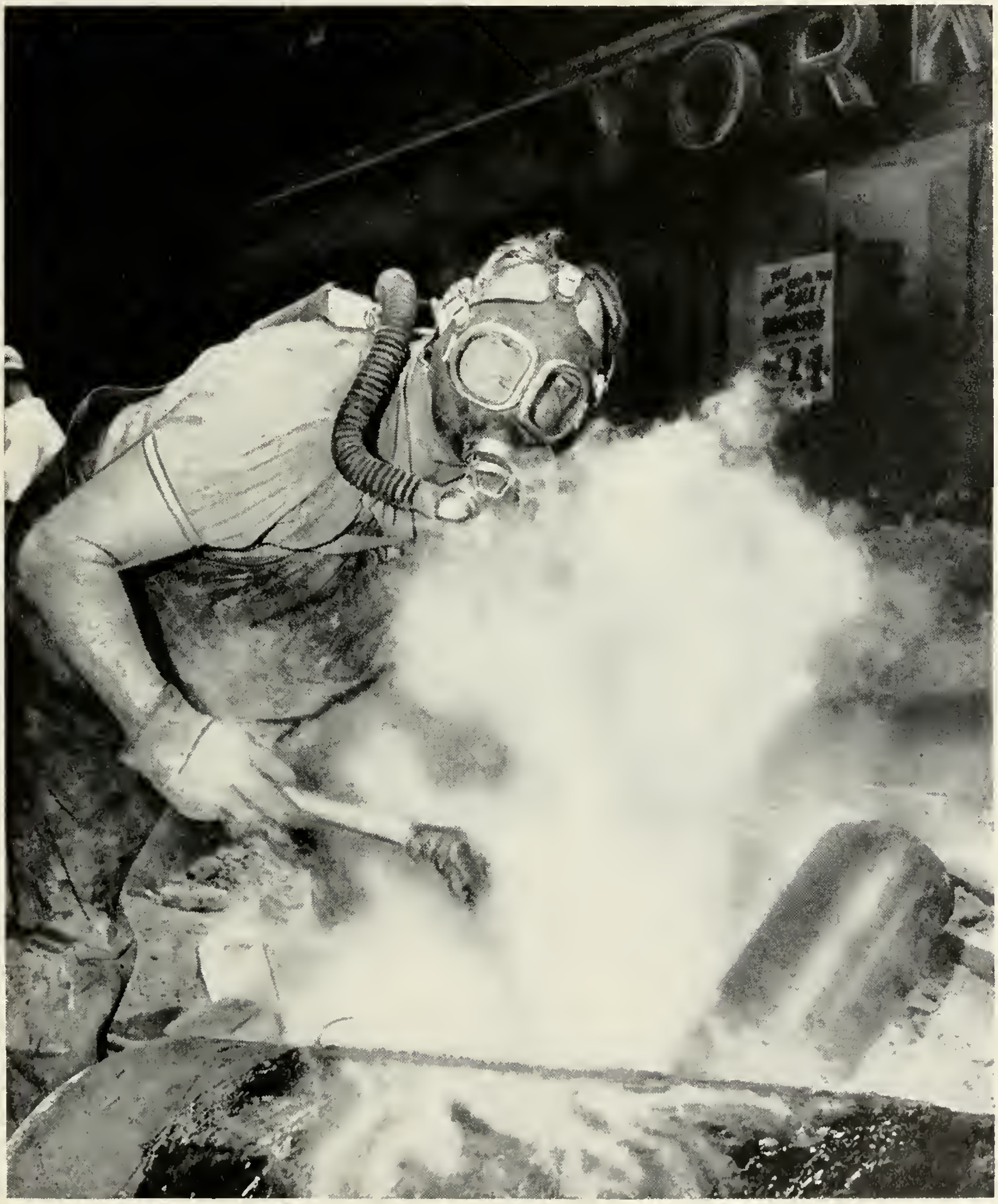
The Chicago subway has won wide recognition. Engineers generally recognize it as being equal, if not superior, to other subways of the world in design and in construction. This is due not only to the excellent basic design and construction but also to its setting of a new high standard in subway ventilation and of its pioneering use of fluorescent lighting for all major subway structures, loading platforms, mezzanine stations and sidewalk entrances.

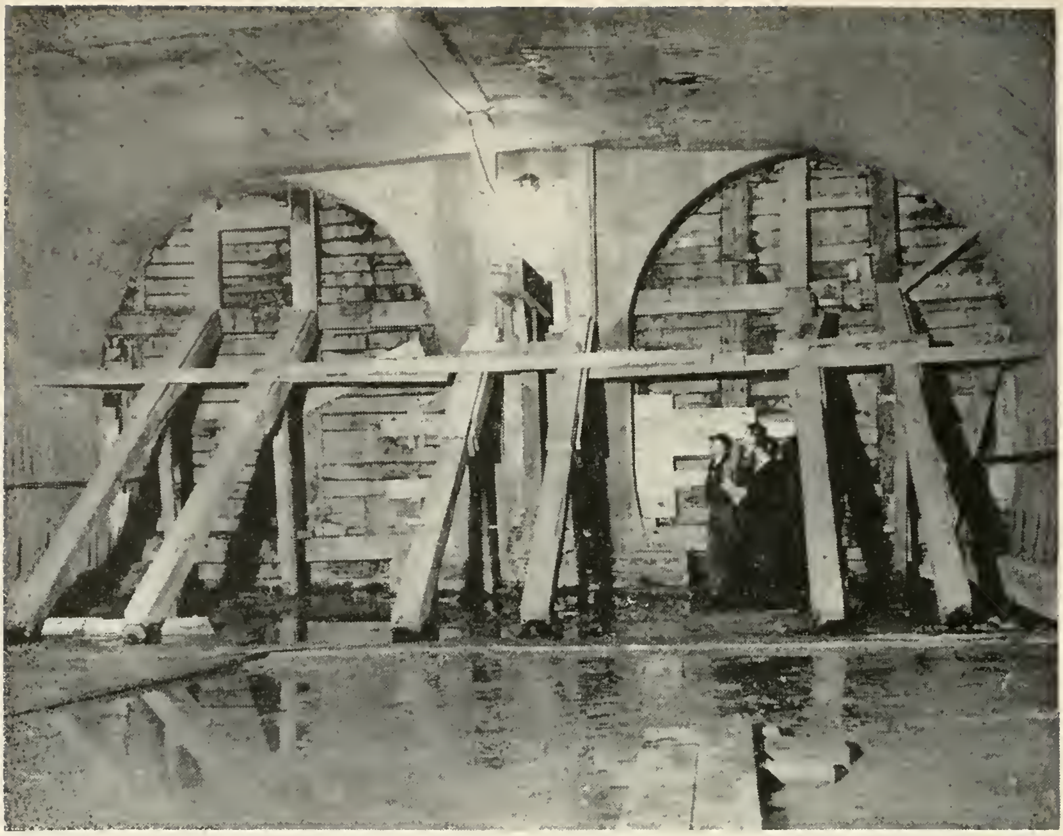
It is the first major addition in more than a generation to Chicago's rapid transit facilities and represents the realization of one of Mayor Kelly's objectives for the betterment of his native Chicago.

Milwaukee—Dearborn—Congress Subway

Had not the war intervened, Chicagoans would now be enjoying the benefits of a second subway route—the Milwaukee Avenue-Dearborn Street-Congress Street subway. Construction of this route was proceeding simultaneously with construction of the State Street

Gas masks to guard against dust fumes were worn by many workers in the construction of our subway.





The huge twin tubes of the State Street subway dwarf the engineers who inspect them during construction.

route when work was stopped in 1942 by government order to conserve critical materials and manpower for the war effort.

With removal of wartime restrictions, construction of this subway has been resumed. The route is scheduled to go into operation in 1949 with new, all-metal, subway-elevated cars provided by the Chicago Transit Authority.

Humboldt Park and Logan Square "L" trains will operate in this subway, turning back near the Chicago River by means of an underground loop in Congress Street. It is estimated that the route will serve 25,000,000 to 30,000,000 riders per year, whose individual time-savings will range from 15 to 25 minutes per day.

West Side Subway

For his successor, Mayor Kelly leaves a Council-approved plan with design and right-of-way acquisition already underway for construction of a rapid transit subway to Chicago's great West side.

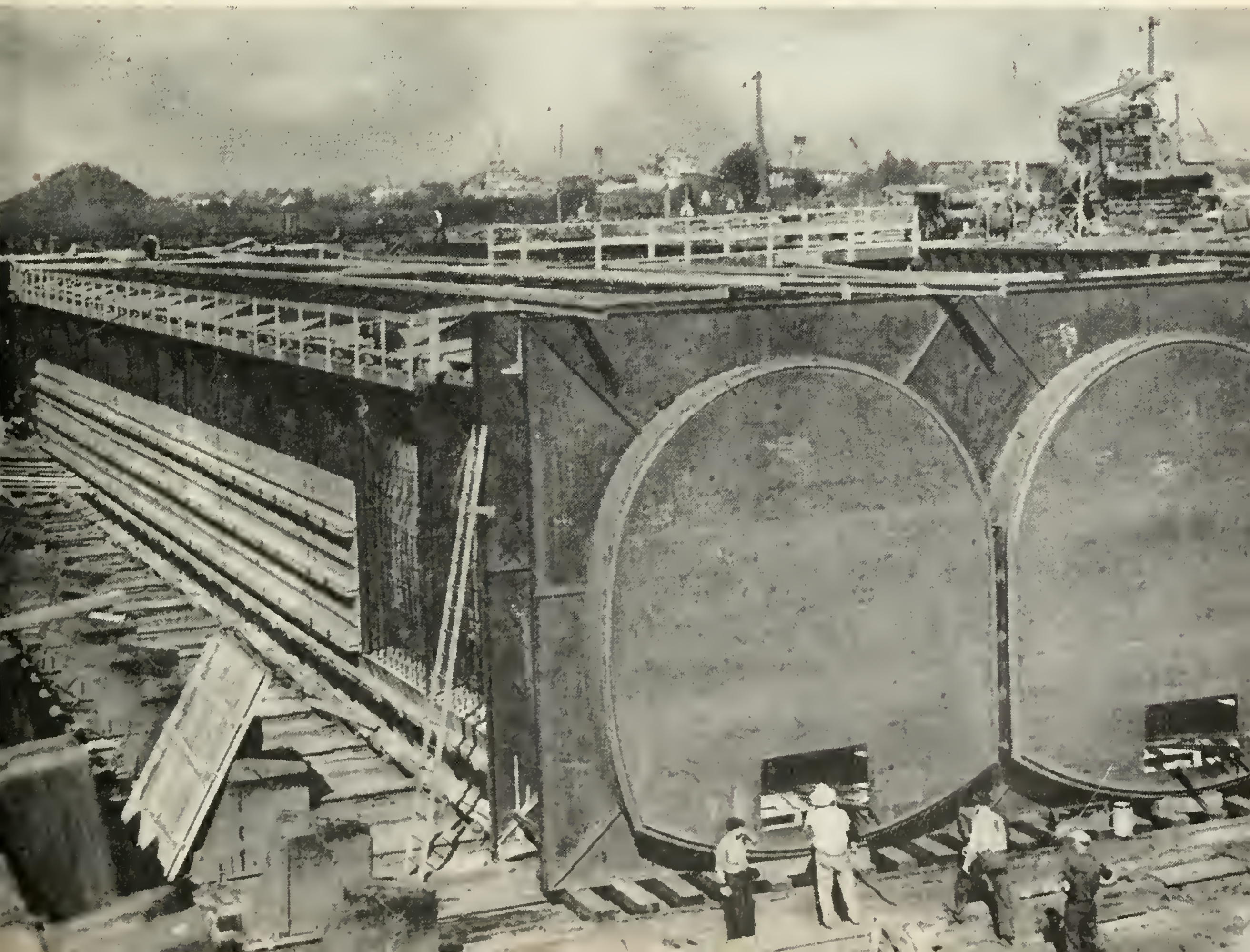
As outlined to the City Council by Mayor Kelly, the west side subway will be constructed in three stages at a total cost of $42,000,000. The first two stages will extend the Milwaukee Avenue-Dearborn Street-Congress Street subway west in tubes to Halsted Street, then proceed west as an open-air subway in the median strip of the depressed Congress Street Superhighway to Kedzie Avenue, and then north in Kedzie Avenue in subway tubes to a connection with the Lake Street "L" near Homan Avenue. These two initial stages will cost an estimated $33,500,000, exclusive of new subway-elevated cars. Construction will proceed simultaneously with work on the Congress Street Superhighway, thus assuring major savings in construction expenditures.

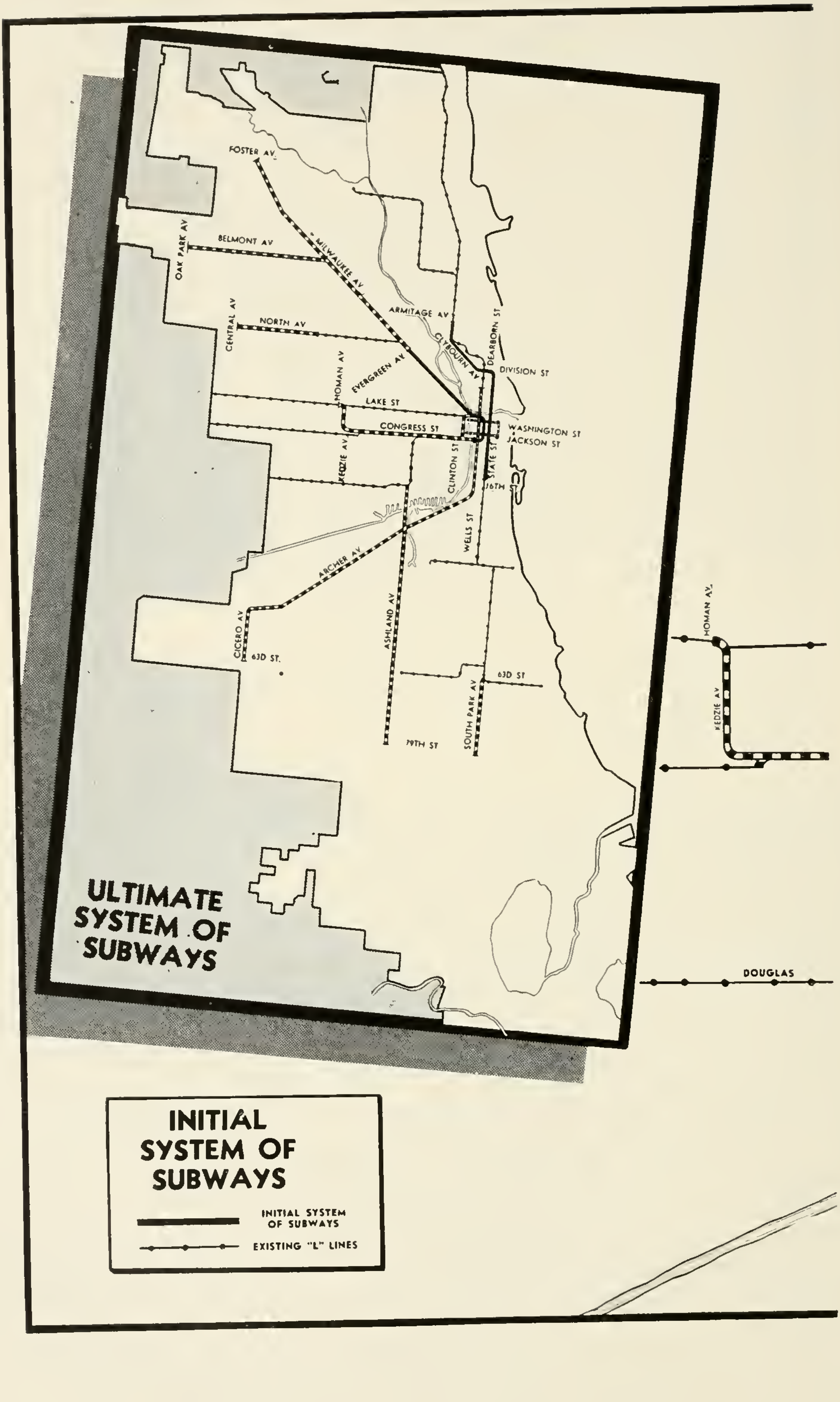
Between Halsted Street and Kedzie Avenue—a distance of approximately three miles—the West Side subway will be a 4-track rapid transit facility for Lake Street, Garfield Park and Douglas Park "L" trains.

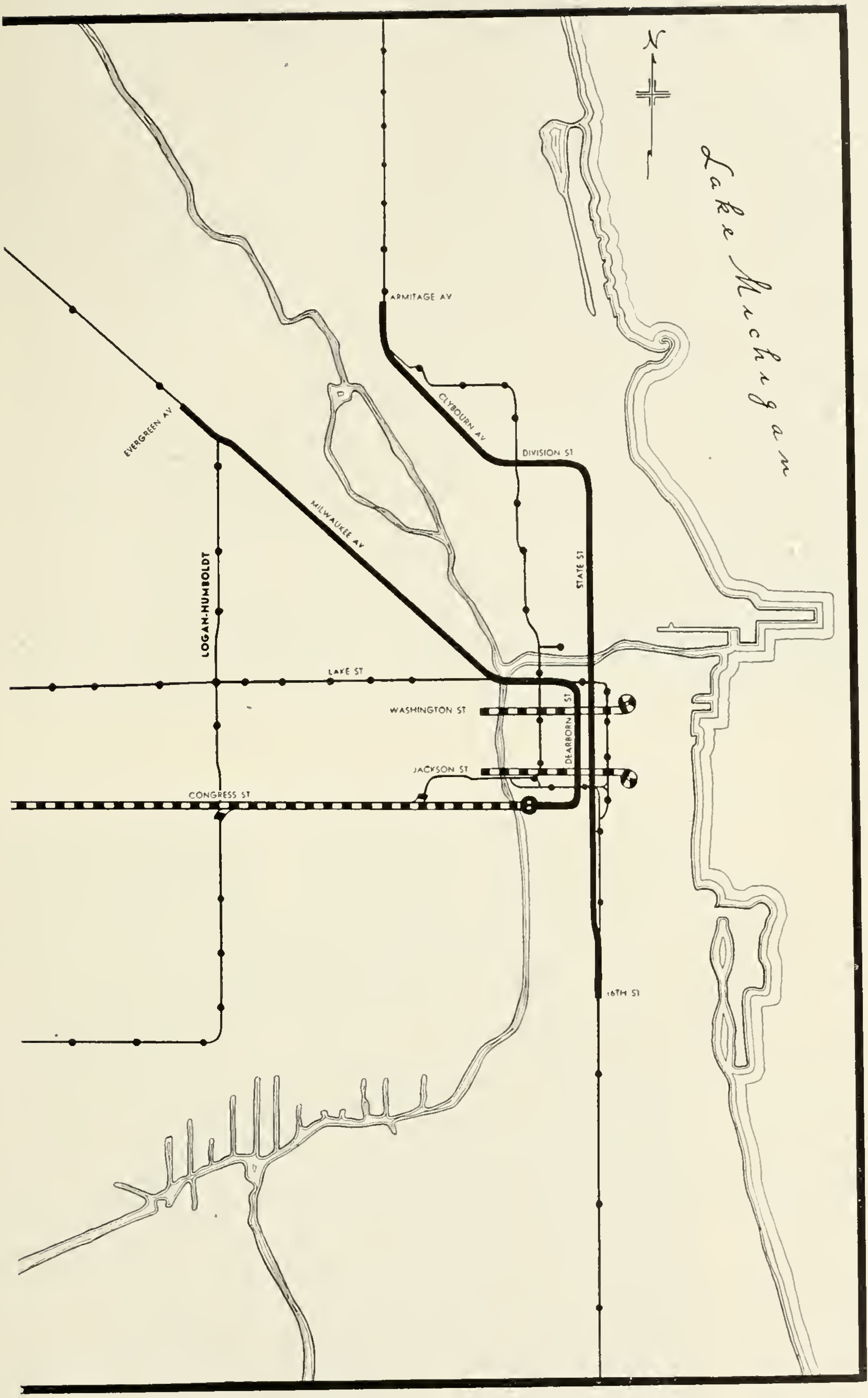
Through train service from the Northwest Side to the central business district and the West and far West Sides will be possible when this subway route is completed. It will serve an area of 37 square miles with a population of 939,000. It is estimated there will be 25,000,000 to 30,000,000 West Side subway riders annually each of whom will save 15 to 25 minutes per day in traveling to and from the loop.

For later construction, there is proposed a twin tube subway in

Chicago River tubes for the State Street subway were first constructed in a dry dock, then towed through the lake and up the river to the State Street crossing. There the structure was sunk into a previously dug out trough in the bed of the river.




ULTIMATE SYSTEM OF SUBWAYS
FOSTER AV
BELMONT AV
OAK PARK AV
MILWAUKEE AV
ARMITAGE AV
CENTRAL AV
NORTH AV
HOMAN AV
EVERGREEN AV
CLYBOURN AV
DEARBORN ST
DIVISION ST
LAKE ST
CONGRESS ST
WASHINGTON ST
JACKSON ST
KEDZIE AV
CLINTON ST
STATE ST
16TH
WELLS ST
ARCHER AV
ASHLAND AV
CICERO AV
63D ST.
63D ST
SOUTH PARK AV
79TH ST
HOMAN AV.
KEDZIE AV
DOUGLAS
INITIAL SYSTEM OF SUBWAYS
INITIAL SYSTEM OF SUBWAYS
EXISTING "L" LINES


N
Lake Michigan
ARMITAGE AV
CLYBOURN AV
DIVISION ST
EVERGREEN AV
MILWAUKEE AV
LOGAN-HUMBOLDT
STATE ST
LAKE ST
WASHINGTON ST
DEARBORN ST
JACKSON ST
CONGRESS ST
16TH ST

Downtown loading platform of the State Street subway

Chicago's modern subways include such up-to-date features as fluorescent lighting and advanced architectural design.

RAINS
GRASP HANDRAIL
YOUR STEP

The latest type, accident-proofed escalators operate between the mezzanine and the train platforms of the State Street Subway.

Clinton Street extending from the West Side subway to a connection with the Milwaukee Avenue-Dearborn Street-Congress Street subway near Milwaukee Avenue and Canal Street. This addition—forming an underground rapid transit loop immediately west of the central district—will permit exceedingly flexible operation of Lake Street, Garfield Park and Douglas Park "L" trains. It will cost approximately $8,500,000.

Streetcar Subways

The two high-level, east-west streetcar subways through the central business district were proposed ten years ago by Mayor Kelly as the most effective means of combating the costly and ever-increasing traffic congestion in the loop.

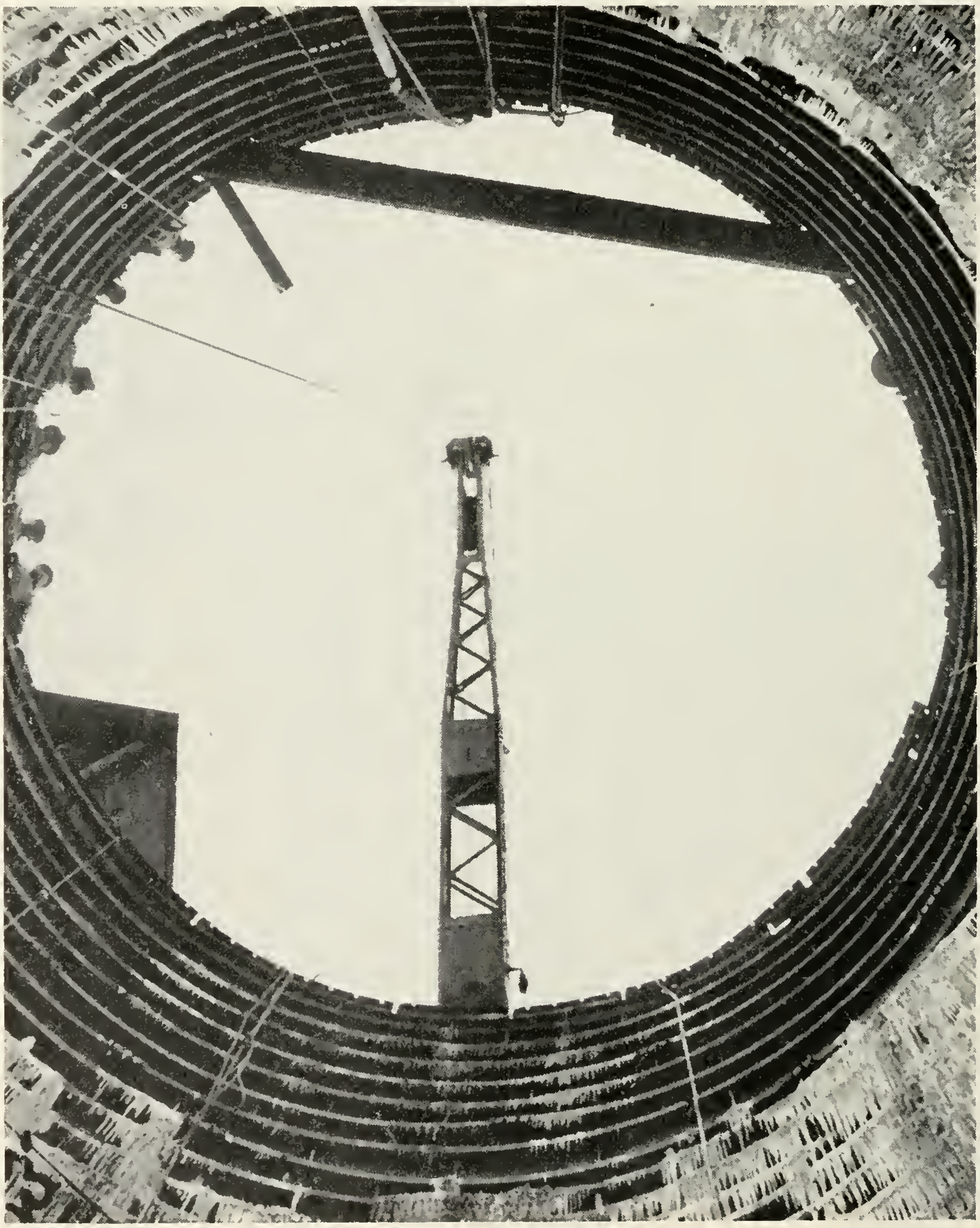
The Federal government, exercising its privileges as a substantial contributor, insisted upon giving priority to the two routes of the initial subway system. Accordingly, the streetcar subways were relegated to a secondary position. Their construction in the immediate future is now more imperative than ever. Traffic delays in the central business district are squeezing the life out of the very heart of the city.

As proposed by Mayor Kelly, the streetcar subways are to be constructed in Washington Boulevard and Jackson Boulevard from Clinton Street to Grant Park. *All streetcars from the Northwest, West and Southwest are to be removed from the streets of the loop!*

These subways will, in effect, add seven miles of traffic lanes to the streets of the central business district. Aside from that, residents of the West Side for the first time will have direct access by streetcar to State Street, to Wabash Avenue, to Michigan Avenue, to Grant Park, to the rapid transit subways in the loop, and to the Randolph Street and Van Buren Street stations of the Illinois Central.

Studies indicate that more than 161,000,000 people, entering the central business district by streetcar, suburban railroads and automobiles in the course of a year will be materially benefited by improved traffic conditions.

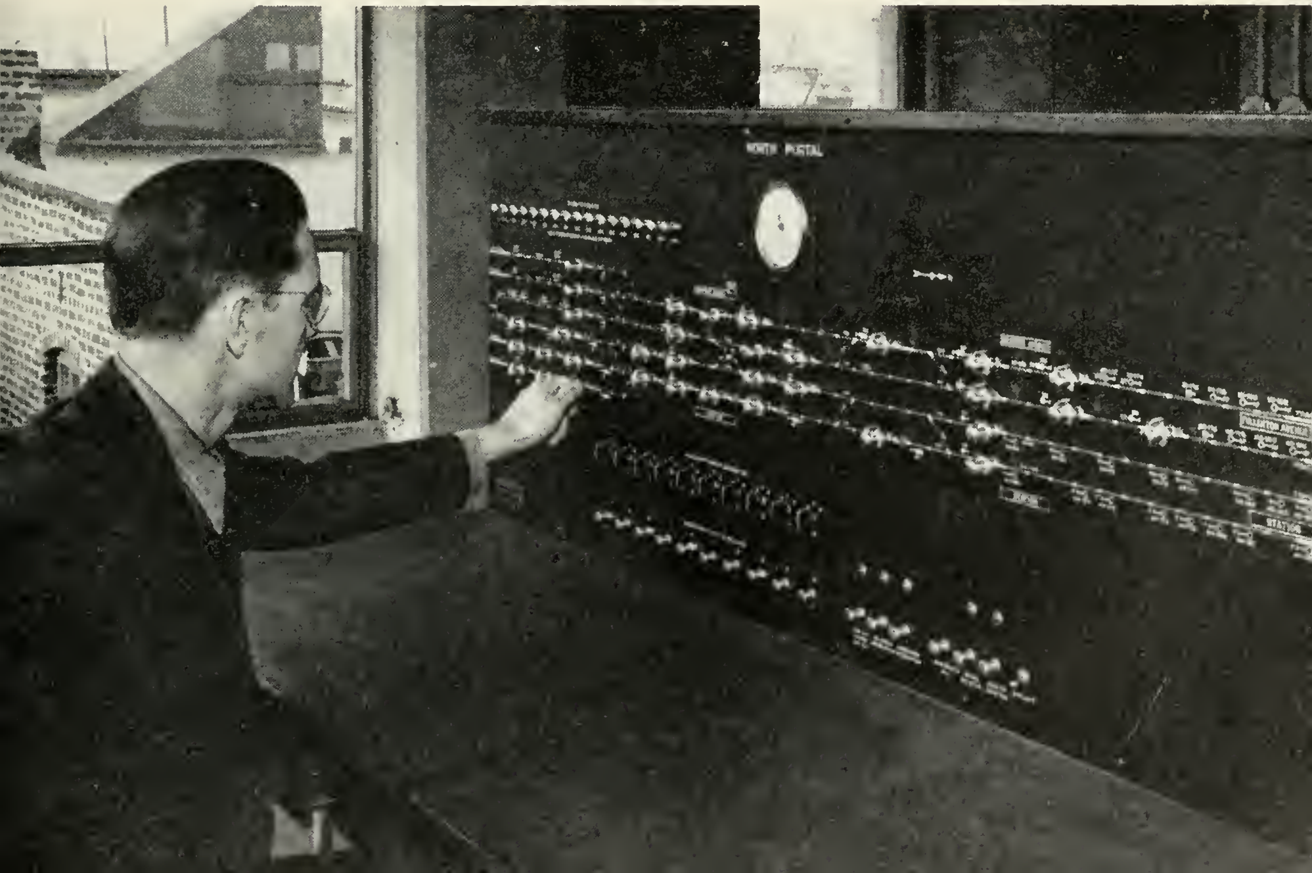
Looking up from the bottom of the subway shaft, during construction.



BEHIND THE SCENES

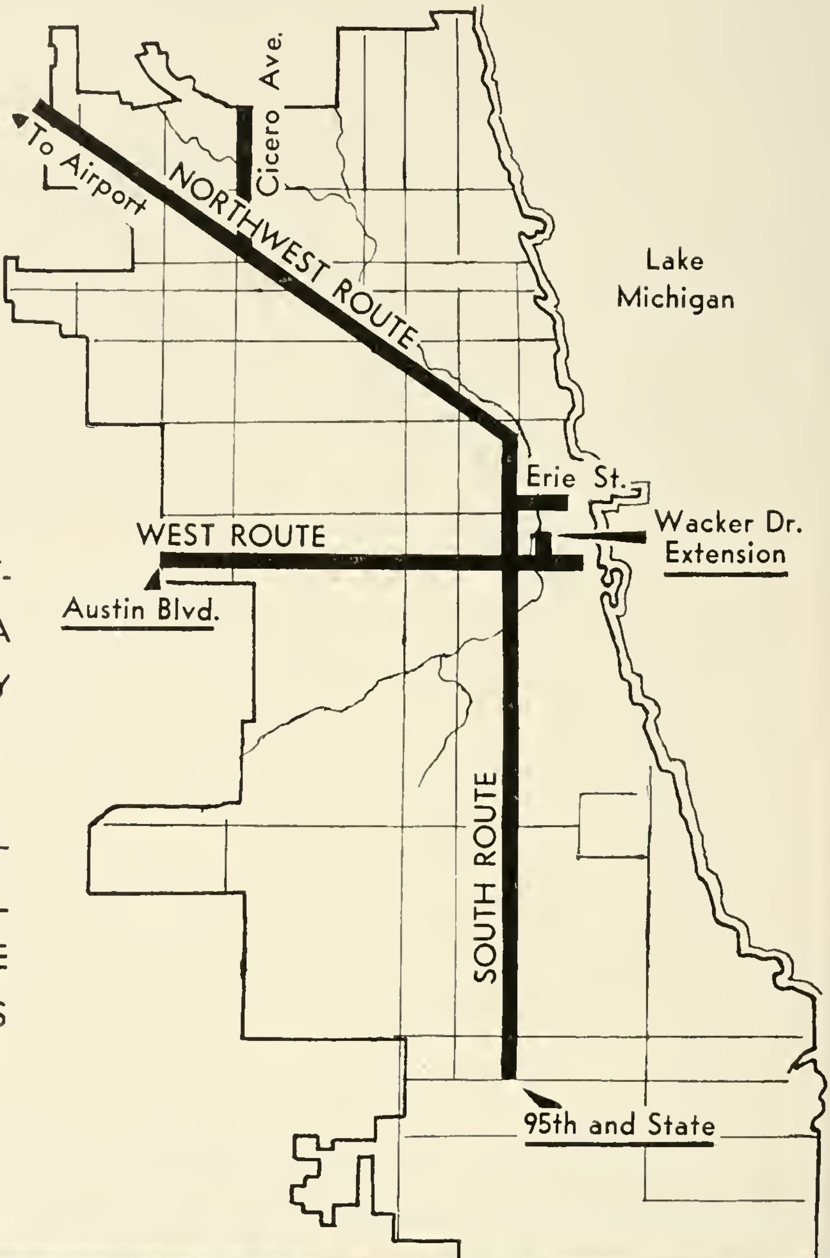
ABOVE—Diagram board for control of traction power and operating equipment in the State Street subway.

BELOW—The train control panel of the Northcentral Tower of the State Street subway.



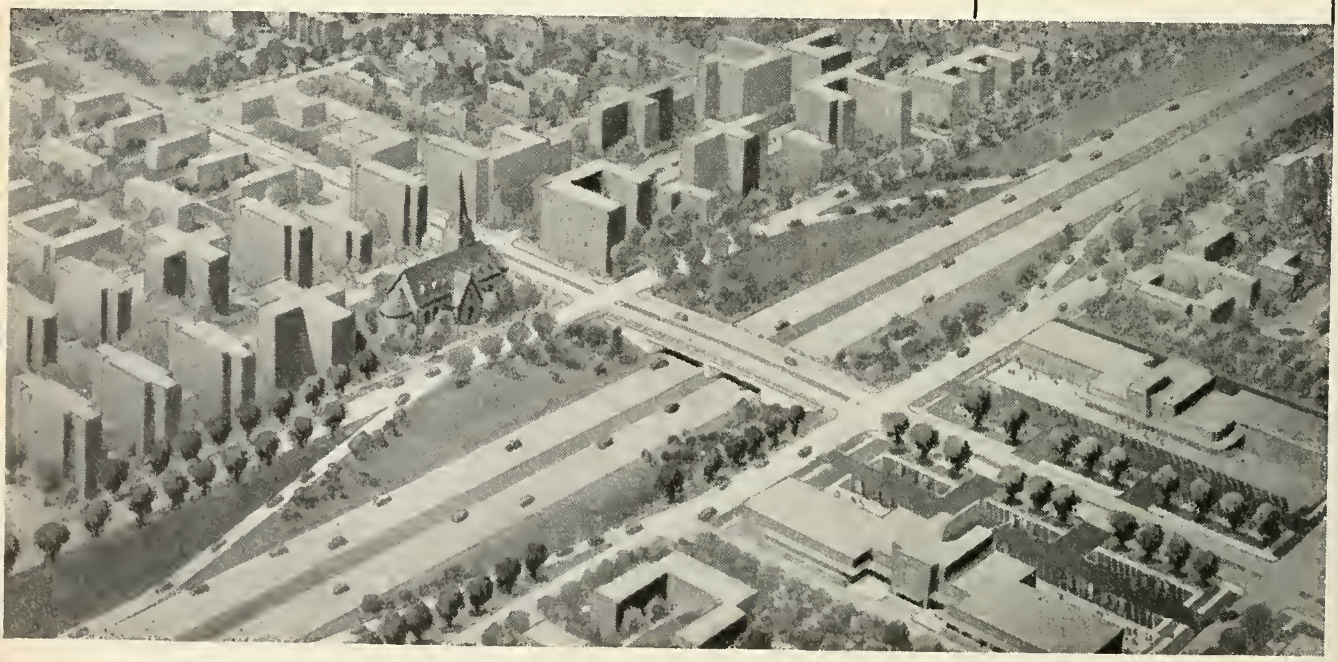
SUPERHIGHWAYS

IN THE
GREATER
CHICAGO
PUBLIC
WORKS
PROGRAM


Cicero Ave.
To Airport
NORTHWEST ROUTE
Lake Michigan
Erie St.
Wacker Dr. Extension
WEST ROUTE
Austin Blvd.
SOUTH ROUTE
95th and State

THE FIRST STEP IN THE GREATER CHICAGO PROGRAM IS A SEVEN-YEAR SUPERHIGHWAY CONSTRUCTION PROJECT.

IT WILL COST $205 MILLION—OF WHICH CHICAGO WILL PAY $68 MILLION. THE STATE AND COUNTY GOVERNMENTS WILL PAY THE REST.



35 MILES OF EXPRESSWAYS

Chicago has launched one of the most extensive and outstanding superhighway programs in the nation. Modern, 8-lane expressways, set in broad, park-like rights-of-way, will give Chicago, in effect, a new high-capacity traffic system. It will supplement and relieve the city's overloaded gridiron street pattern by segregating the fast-moving through vehicles from local traffic and delivery services.

Conceived by Mayor Kelly to meet the pressing demands of today's automotive age, the program in its entirety embraces 67 miles of through-traffic superhighways, radiating from the central business district to all sections of the city. The cost of this system is estimated at $345,000,000.

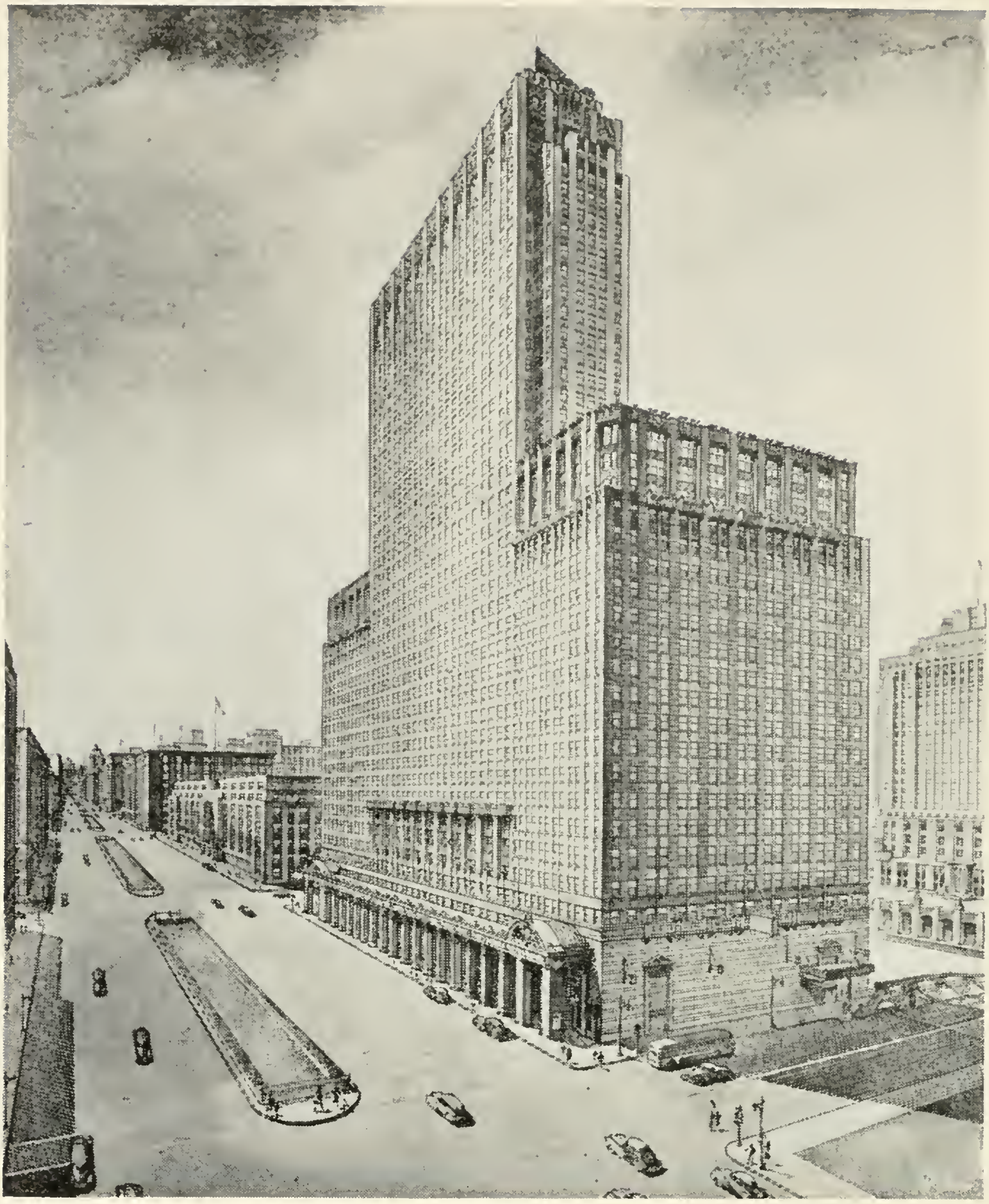
Programmed for initial construction are the West (Congress Street) Superhighway from Field Drive to the west city limits; the Northwest Superhighway to serve the rapidly developing northwest side of Chicago and the new municipal airport near Park Ridge; a section of the South Superhighway from the West Superhighway to 95th and State Streets, and an extension of Wacker Drive from Lake Street to the West Superhighway. The initial expressways total 35 miles in length. Their cost is estimated at $205,200,000.

The next stage of construction includes the Southeast, Southwest, North and Cross Town Superhighways, the balance of the South Superhighway, and extension of Wacker Drive from Michigan Avenue to the Outer Drive. The expressways will connect directly with the highways in the state's primary road system.

Chicago Pays Only One-Third

Financing of the initial superhighway program is assured. Through negotiations directed by Mayor Kelly, the State of Illinois and Cook County are committed to sharing equally with Chicago the cost of constructing the initial expressways. The one-third share of the State will be partially made up of road funds contributed by the Federal Government. This means that Chicago will obtain expressways costing an estimated $205,200,000 by the expenditure of only $68,400,000 of its own highway funds, and it assures a saving of $136,800,000 to Chicago in the cost of the initial system alone.

Funds for financing Chicago's part of the cost of the initial system are already provided for. Approximately $26,400,000 is being set aside for superhighway construction from the city's share of the state gasoline tax allotted by law to Illinois municipalities. The balance of the city's share—$42,000,000—will be obtained by the sale of general revenue bonds authorized by the voters at a referendum on June 3, 1946.



The Chicago Civic Opera Building in its future setting on Wacker Drive.

Buying Rights of Way

Through the Department of Subways and Superhighways, $4,700,000 worth of right-of-way for the city's sections of the West Superhighway has already been acquired. It is also purchasing right-of-way for its sections of the Northwest Superhighway and the southward extension of Wacker Drive. Approximately $675,000 has been spent for engineering studies and preliminary planning for the expressways.

The department's right-of-way acquisition activities are not, however, confined to the city's sections of the initial superhighway system. Because of the demonstrated efficiency of its right-of-way purchase procedures, it has been retained by the state to buy the state's share of the right-of-way for the initial superhighways, and is now proceeding with this commission. Most of the right-of-way for the West and Northwest Superhighway and Wacker Drive undoubtedly will be acquired this year.

To the department has fallen the task of preparing most of the engineering studies and preparing the preliminary plans for the initial system. This work is virtually complete and the department is now intensively engaged in the preparation of the blueprints for actual construction.

The initial superhighway program will require from four to five years for completion, dating from the start of work on the roadways. Construction, however, cannot get underway until the current critical housing shortage eases. When this occurs, construction of the initial system can and will proceed at a swift pace, since all of the preliminaries to rapid, large-scale construction will have been completed.

Advanced Design of Expressways

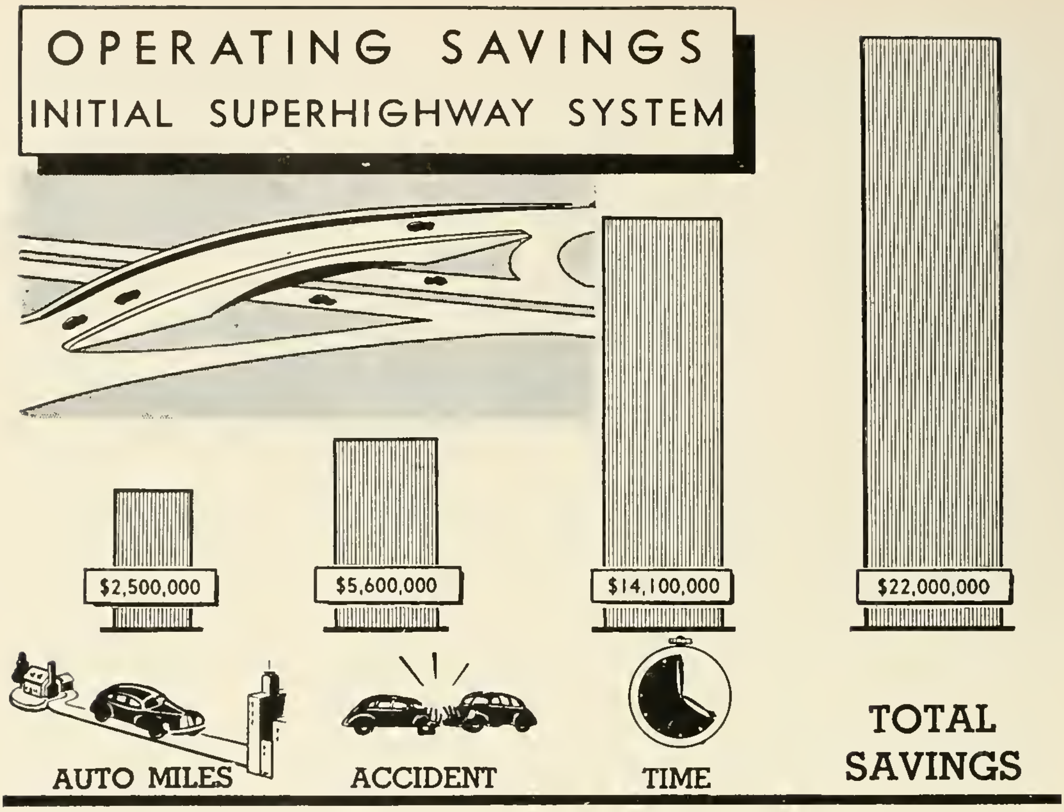
Aside from its extent, Chicago's superhighway program is noteworthy in other respects. Its design features have set new high standards for modern expressways. For example, all of the superhighways, generally speaking, are to be of the depressed type. The roadways will be below the grade of adjacent and intersecting streets and will be situated in broad, landscaped rights-of-way. Thus two major causes of accidents and delays—pedestrian traffic and the movement of vehicles across the flow of traffic—are entirely eliminated. This assures the safe and swift movement of the maximum amount of traffic.

Throughout the nation, other cities are following Chicago's lead and are now planning to build extensive expressways of the depressed type. The elevated expressway, except where required by special engineering considerations, has virtually disappeared from advanced highway planning.

The Chicago superhighway program also has the distinction of pioneering in combining a mass rapid transit facility with an expressway. In the West Superhighway, a 4-track rapid transit extension of the Chicago subways will be combined with the 8-lane expressway. This is the most efficient and economical use of traffic ways for the movement of people and vehicles. Several other large cities are now planning similar combined facilities.

Need for Superhighways

The necessity for a city-wide system of superhighways has long been apparent. In an effort to meet the rapidly-growing demands of automobile traffic, the city some years ago set up a system of arterial streets and embarked upon an extensive program of street widening.



It has been amply demonstrated that street widening is not the solution. Some of the widened streets are the most hazardous in the city.

Automobile traffic has long exceeded the capacity of the arterial street system. In rush hours, travel on some arterial streets is slowed to 12 or 14 miles per hour. An ever-increasing volume of through traffic is invading local streets. Consequently even residential streets are hazardous. There is an alarming increase in automobile accidents and fatalities. Local transportation is severely impeded. Community and neighborhood residential and commercial development is seriously retarded. Traffic congestion is becoming more severe with each passing month. A sharp increase is forecast for the next several years by the Federal Public Roads Administration. It predicts a 33 percent increase in automobile ownership and a 100 percent increase in urban automobile travel by 1961.

CHICAGO TRANSIT AUTHORITY

After generations of traction troubles, the solution has been found in public ownership.

After years of unrelenting effort, Chicago has won its fight to solve the local traction problem and to assure the city ever-adequate local transportation facilities.

Solution of the traction muddle was from the beginning one of the major objectives of the present administration for the advancement of Chicago.

Its accomplishment is something that previous administrations were unable to achieve in all the years that the traction situation had plagued Chicago and so harmfully retarded the city's physical and economic progress.

Already in evidence—and in daily use—are the first benefits of the historic settlement.

New Equipment on Streets

In recent weeks, almost two hundred noise-proofed, sleek transit liners and more than three hundred modern buses have been acquired and put in operation, and are now serving the people of Chicago.

This is more new equipment than Chicago's patient transit riders have received at any time in the last thirty years.

New bus lines are being established, including the first Surface Lines express bus service in the history of Chicago. Existing lines are being extended to give growing neighborhoods better service. Comfortable, easy-riding buses are being substituted for rattle-trap streetcars that should have been derailed at the scrap heap years ago.

Hundreds more of the streamlined transit liners and buses, more routes, more extensions of service, and more replacements of ancient equipment on both the surface and elevated lines are on order and assured, as the full measure of Mayor Kelly's achievement flows to Chicago's transit riders.

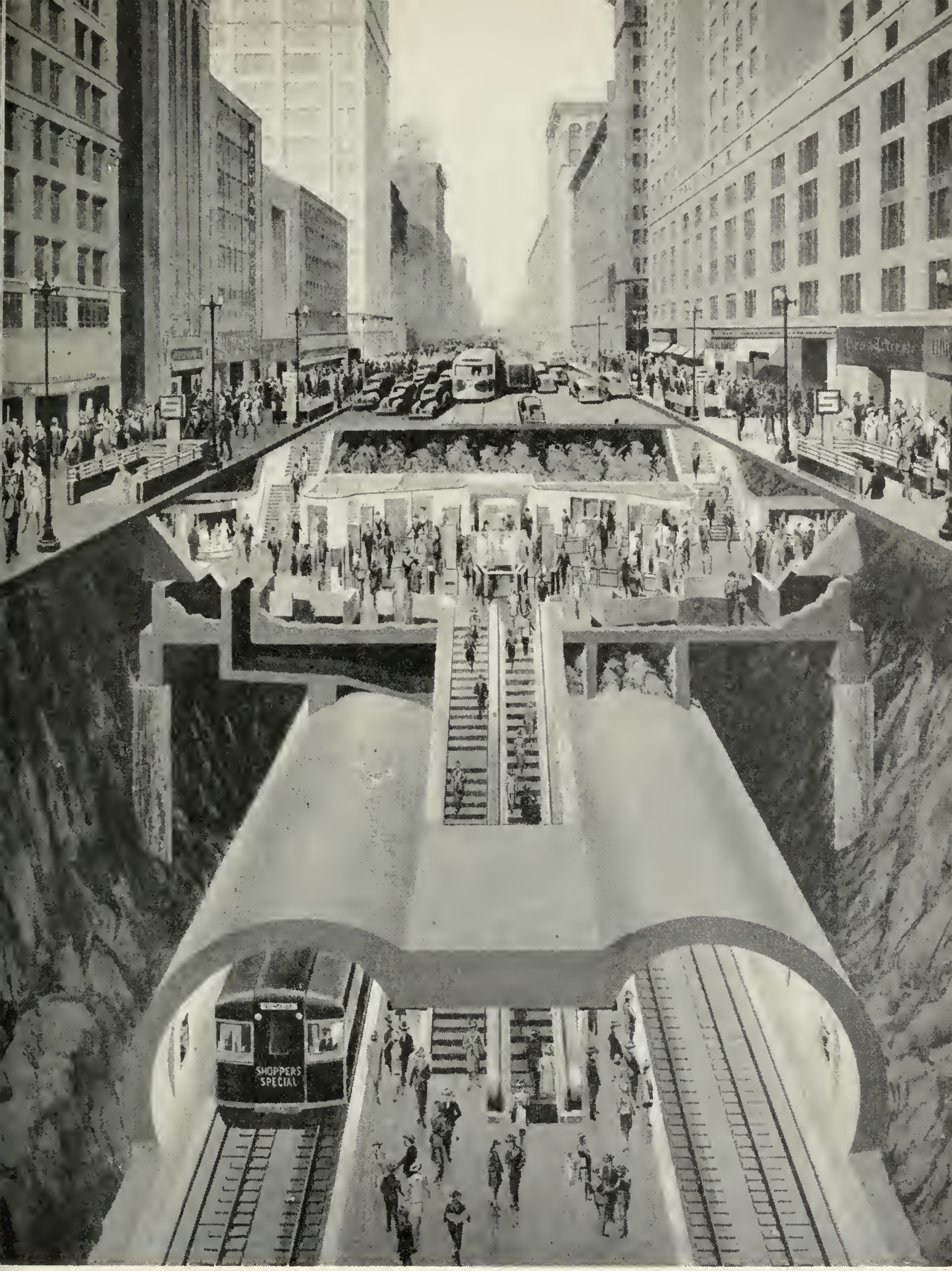
For them—and for all Chicago—it means a $150,000,000 modernization program for both Surface and "L" lines; also a unified, one-system service, a city-wide universal transfer system, and complete home-rule over local transportation.

Litigation Ended!

Mayor Edward J. Kelly, aided by the City Council and his legal and traction experts, fought through years of time-consuming litigation and seemingly interminable negotiations to arrive at the solution—the creating of the Chicago Transit Authority to acquire, unify, modernize and operate as public properties for the public benefit the local transit systems in Chicago and the metropolitan area. Mayor Kelly brought the Chicago Transit Authority into being with the cooperation of Governor Dwight H. Green and the Illinois General Assembly. The Authority is empowered under specific conditions to operate in and through 81 municipalities in Cook County. It must be self-supporting. It has the power to issue bonds, payable out of its revenue only, but it has *no* power to tax. Today the Chicago Transit Authority is at the point of purchasing the Chicago Surface Lines and the Chicago Rapid Transit Company, the two largest local transit systems in Chicago. Both are in bankruptcy.

In addition to the purchase of the Chicago Surface Lines and the Chicago Rapid Transit Company, the Authority is negotiating for the purchase of the Chicago Motor Coach Company, the Bluebird Coach Lines, Inc., the South Suburban Safeway Lines, Inc., and the Suburban Transit System, Inc. The latter three companies operate in the suburbs adjacent to Chicago's southern border.

Engineering studies have been made and other preliminary steps have been taken for opening negotiations for the purchase of the Chicago and West Towns' Railway Company, which operates in the suburbs to the west of Chicago. Long-range plans contemplate the acquisition of other suburban systems. All these lines will eventually be combined into one metropolitan transit system.


SHOPPERS SPECIAL

The construction of a subway tube under State Street was a masterpiece of engineering.

Purchase Plans Approved

Under the terms of the purchase plans, the Chicago Transit Authority will pay $75,000,000 for the Chicago Surface Lines and $12,162,500 for the Chicago Rapid Transit Company, financing the transaction by the sale of $90,000,000 of its own revenue bonds.

The purchase plans already bear the approval of the U. S. District Court, the U. S. Circuit Court of Appeals, the Securities and Exchange Commission, the major security holders of the two companies, and the voters of Chicago.

For its $87,162,500, the Chicago Transit Authority will obtain the transportation properties of the two companies, and also will receive from the Chicago Surface Lines approximately $25,000,000 in cash in various reserve funds or the equivalent in new equipment.

Thus, actually, the Authority will pay $50,000,000 for the Chicago Surface Lines. This is in sharp contrast to previous values of over $200,000,000 suggested and even included in previous ordinances.

Having stipulated that it would accept new equipment in lieu of the reserve funds it is to acquire, the Authority, acting in cooperation with the City, insisted upon immediate purchases of new rolling stock by the Chicago Surface Lines. This explains the presence of new transit vehicles on the streets of Chicago.

Extension of Subway

Through Mayor Kelly's efforts, Chicago's first subway—the State Street route—was built. It has been operating with noteworthy success for more than three years. A second subway—the Milwaukee Avenue-Dearborn Street-Congress Street route—delayed by the war, is now being completed, and will be in service in 1949.

Other subways—a West Side Subway combined with the West Superhighway and east-west streetcar subways across the loop from Clinton Street to Grant Park—are programmed for the immediate future. Preliminaries to construction are underway. Additional subway routes have been outlined for later construction.

Latest type Transitliner now in service on Clark Street.

Clybourn Avenue-North Avenue station of the State Street subway. This is the only above-ground station on the State Street route.

No part of the cost of these subways will be borne by the city's property taxpayers. The State Street and the Milwaukee Avenue-Dearborn Street-Congress Street subways are being financed from the City Traction Fund supplemented by an outright cash grant of $25,200,000 obtained by Mayor Kelly from the Federal Public Works Agency. The remaining subways will be financed by the sale of revenue bonds.

All city-built subways will be operated under lease by the Chicago Transit Authority. Compensation payments to the City for the use of these subways will be deposited in a special fund for extending the subway system.

Background of Traction Solution

In the years preceding the start of this administration, every attempt to solve the traction problem was deeply involved in political maneuvering and manipulation. In this unwholesome atmosphere, there was no possibility of reaching a solution and no progress toward a solution was achieved. The problem merely became more complicated while transit service steadily deteriorated.

Mayor Kelly quickly removed local traction from the realm of politics. On his recommendation the City Council cancelled the Insull ordinance of 1930, which had been inherited from a previous administration. This ordinance provided for privately financed unification of the Chicago Surface Lines and the Chicago Rapid Transit Company, but the depression rendered it absolutely unworkable.

With the slate wiped clean, this administration carefully prepared the campaign for modern local transportation. Approaching the problem as an engineer, Mayor Kelly with Council approval, appointed Philip Harrington, formerly Chief Engineer of the Chicago Sanitary

District, as City Traction Engineer. He was directed to outline Chicago's transportation needs.

Thus fortified, above-board negotiations for a non-political, non-partisan solution of the traction problem were reopened.

Public Ownership the Answer

The next several years were crowded with activity on the traction front but increasing attempts to reach a solution through privately financed modernization and unification ended only in failure. Finally, after repeated efforts of the Federal Court to reorganize and unify the properties, and despairing of a solution through private ownership, Mayor Kelly and the City Council, late in 1943, approved the principle of public ownership as offering the last remaining hope for good local transportation for Chicago.

Early in 1945, Mayor Kelly proposed the creation of the Chicago Transit Authority. The City Council approved. U. S. District Judge Igoe suggested that the City and State cooperate to reach a solution. Governor Green endorsed the proposal and it was enacted into law in April, 1945, as the Metropolitan Authority Act.

Less than two weeks later, on April 23, 1945, the City Council by unanimous vote adopted an ordinance granting the Chicago Transit Authority an exclusive franchise for a term of fifty years.

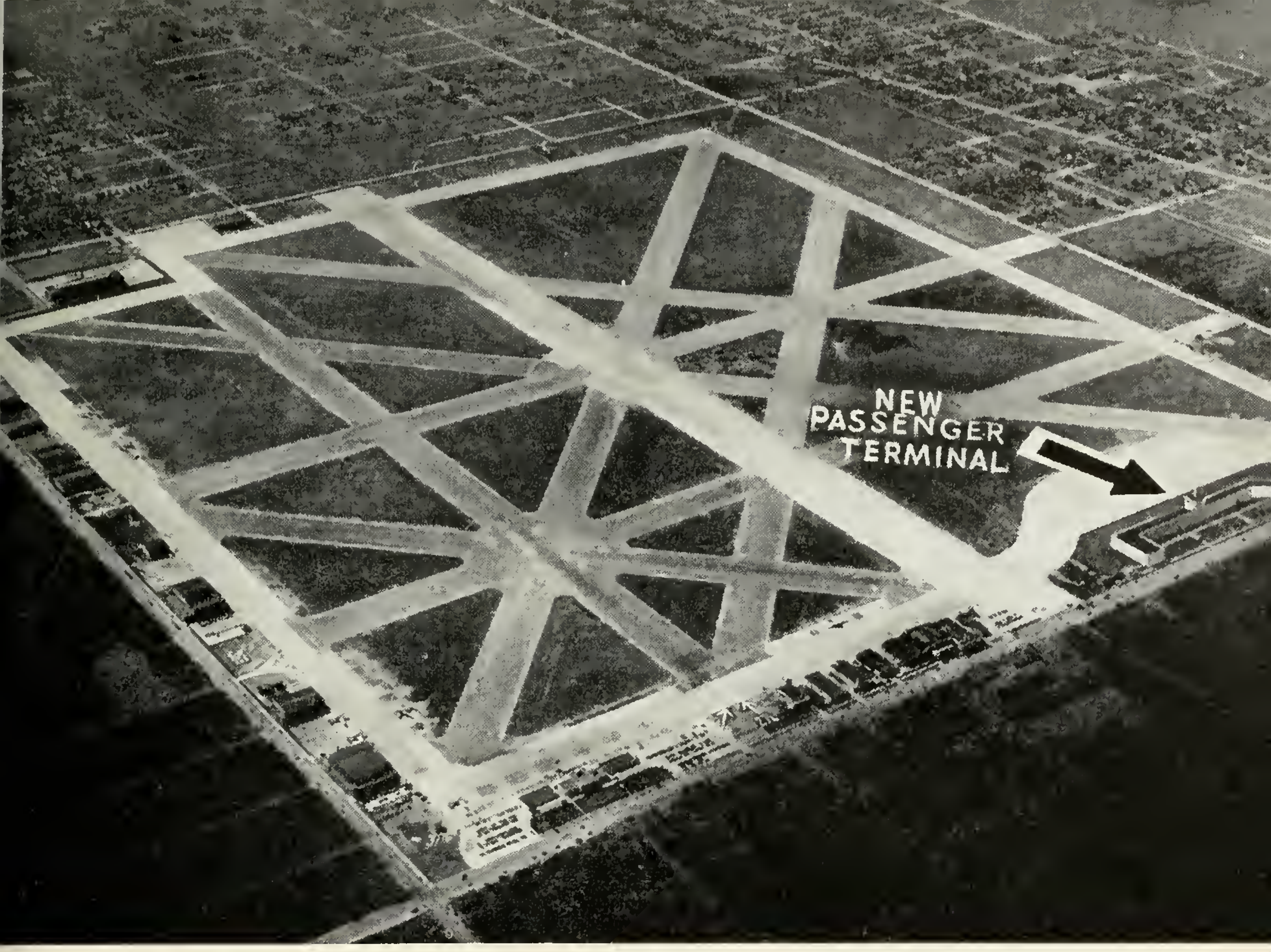
On June 4, 1945, both the Metropolitan Transit Authority Act and the franchise ordinance were submitted to the voters of Chicago as required by law. Both were overwhelmingly endorsed by the vote of the electorate and approved by the State Supreme Court.

Organization of Chicago Transit Board

The Chicago Transit Board, administrative body of the Chicago Transit Authority, consists of seven members—four appointed by the Mayor and three by the Governor.

Philip Harrington, who conducted the lengthy traction settlement negotiations for the administration and designed and supervised the construction of Chicago's first subways, is chairman. Members appointed by the Mayor are Irvin L. Porter, treasurer; W. W. McKenna, secretary and James R. Quinn. Those appointed by the Governor are John Q. Adams, vice-chairman; Philip W. Collins and George F. Getz, Jr.

The Board met and was organized June 28, 1945, and at a subsequent meeting adopted an ordinance authorizing the issuance of $90,000,000 in bonds for financing the purchase of the Chicago Surface Lines and the Chicago Rapid Transit Company.



Aerial view of Chicago Municipal Airport, showing location of new terminal building.

CHICAGO'S AIRPORT DEVELOPMENTS

assure the city's future as a hub of world aviation.

Ever since aviation was first recognized as an essential mode of travel and transport, Chicago has been determined to have the world's greatest airport. Studies to that end were initiated at the request of Mayor Kelly by the Economic Advisory Council during 1944, and a report by that body was published in December of that year.

At that time our experiences in World War II had clearly demonstrated the strategic importance of Chicago as an air center and the necessity of adequate airport facilities, not only to serve industry when geared to war output, but to provide for essential military movements.

Commercial studies by the air lines indicated that normal increases

The Chicago Municipal Airport, with cinder runways and meager equipment, as it appeared in the early 1930's.

in air travel and transport while interrupted by the necessities of war would soon exhaust the capacity of the Chicago Municipal Airport and would, within a few post-war years, require facilities far beyond the possibilities of expansion at the present airport.

On August 27, 1945, an Airport Selection Board was appointed to select a site for *"the best airport—the safest, the most convenient and with the most capacity of any airport on this continent."*

This board was under the chairmanship of Merrill C. Meigs, who is chairman of the Chicago Aero Commission and has long been recognized as a leader in aviation circles.

Douglas Site Selected

During the many hearings of this committee, reports and studies from all interested groups were discussed. The unanimous conclusion was reached that the Douglas site, on the northwest edge of Chicago, offered the greatest advantages for a principal airport for Chicago. The recommendation was made that this site, expanded as needed to provide adequate facilities for the foreseeable future, be acquired. The report of the Airport Selection Board was presented to the Mayor and City Council on November 6, 1945.

The administration proceeded immediately to negotiate with the Federal government, which had developed and now owned the Douglas aircraft plant and adjacent proving ground, to secure the necessary releases from the Army Air Forces, the U. S. Engineer Corps and the Surplus Property Administrator. As a result, the major part of the government holdings were presented to the City of Chicago without charge for use as part of a public airport on March 21, 1946. By this act, Chicago acquired 1,080.60 acres as a start toward its future principal airport. The Army Air Forces retained the existing buildings as a storage depot and 281.24 acres for continued military use. Chicago also thus came into possession of the existing runways built during the war as a proving ground and is now carrying on limited operations in the field as a public airport.

Burke Appointed

While these negotiations and developments were under way, more detailed studies and designs were needed to determine the ultimate requirements of Chicago in creating a principal airport second to none in the nation or in the world. Informal studies were continued at the request of the Mayor by Ralph H. Burke, chief engineer of the Chicago Park District, who, as an engineering member of the Mayor's Airport Selection Board, had contributed some of the preliminary studies upon which their recommendations were based.

It became apparent to the Mayor and to members of the City Council active in airport matters—and it was also the recommendation of Oscar E. Hewitt, Commissioner of Public Works, in charge of operations and management of municipally owned airports—that a special organization be formed to direct the engineering studies and designs and supervise the construction of new airports. Ralph H. Burke was designated as Airport Consultant by contract approved by the City Council on November 26, 1946.

In the meantime, the suggestion had been made by the Chicago Aero Commission, and strongly endorsed by Mayor Kelly, that a lakefront air strip or single runway be developed as an adjunct to

The present administration building at Chicago Municipal Airport.

the major airports in order to provide a downtown delivery point for air passengers. Such an air strip would be usable most of the time and would obviate the delays incident to surface transportation for those whose appointments require economy of time. Northerly Island in Burnham Park is the location selected.

The present status of airport development for Chicago may be summarized as follows:

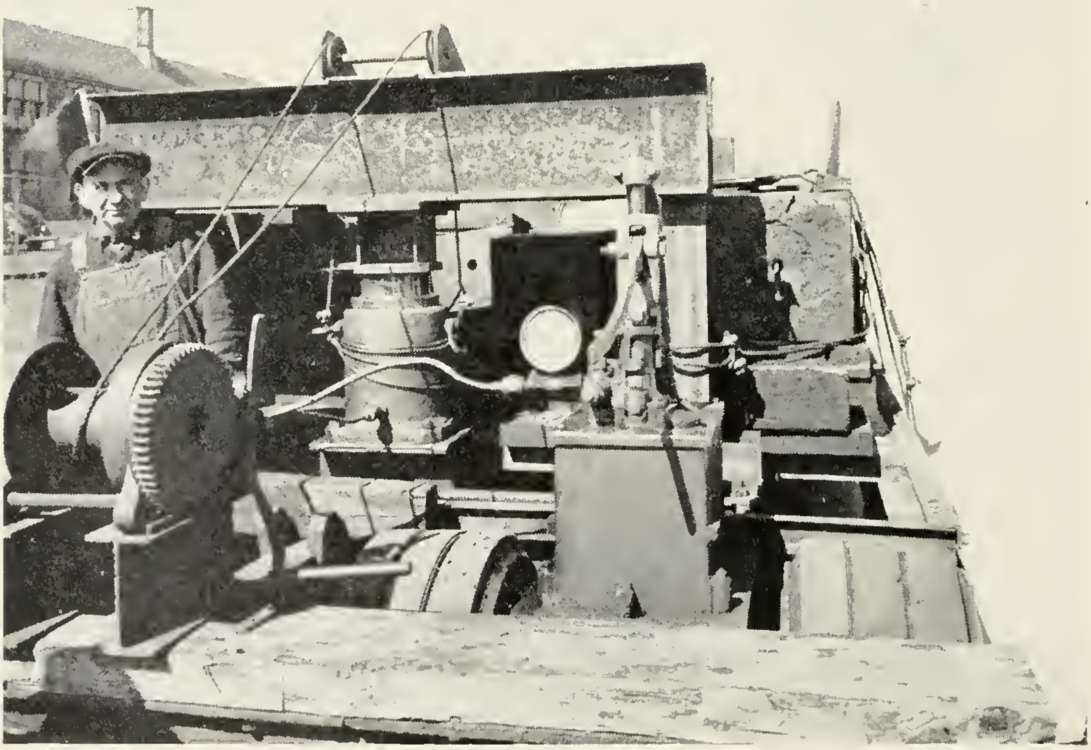
Chicago Orchard Airport (Douglas Site)

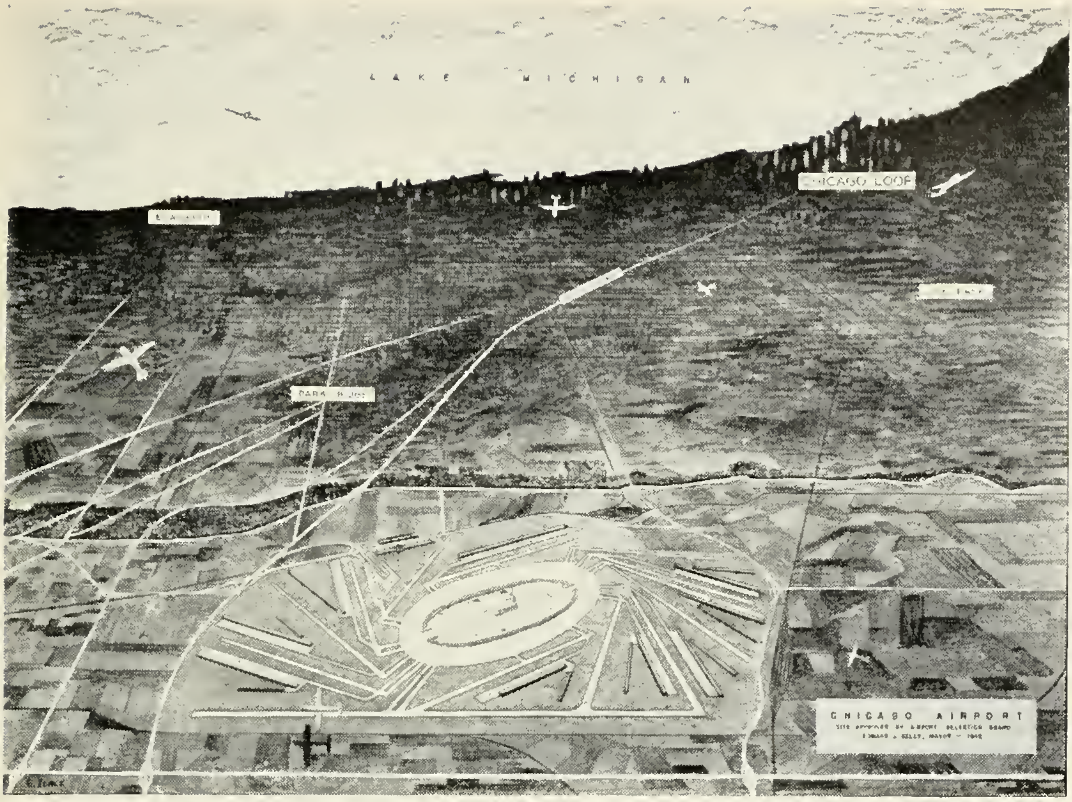
Planning

Two general plans have been developed, both of which have been presented to the Civil Aeronautics Administration for final determination.

The *first plan* consists of 12 runways each 6,150 feet long arranged tangentially around a central terminal zone. It has a theoretical capacity of 360 plane movements per hour. It requires the assembly of 4,456 acres (including 281.24 acres retained by the Federal government and 1,080.61 acres now owned by the city). It is bounded by existing railroads, on the east (the Soo line), on the south (the Milwaukee Railroad), and on the west (the Northwestern Railroad); and will be bounded on the north by the proposed Northwest Superhighway (at about the line of Higgins Road). Its estimated cost is $64,000,000.

This massive machine is used at the Municipal Airport to test the runways. As airplanes grow larger and heavier the runways must be able to sustain increasingly heavy landing pressures.





This artist's conception shows the proposed arrangement of the new airport with tangential runways leading to a central terminal.

The *second plan* consists of 12 runways each 8,000 feet long, arranged tangentially around a central terminal area. It has a theoretical capacity of 360 plane movements per hour. It requires the assembly of 6,904 acres (including 281.24 acres retained by the Federal government and 1,080.60 acres now owned by the city). It is bounded by existing railroads, on the east (the Soo line) and on the south (the Milwaukee Railroad). It will be bounded on the north by the proposed Northwest Superhighway. On the west, however, it will extend over a mile west of the existing Northwestern tracks and will require the relocation of the railroad. Its estimated cost is $72,000,000.

Final determination of plans depends on agreement of the City of Chicago, the Department of Aeronautics of the State of Illinois, the Civil Aeronautics Administration of the Federal Government, and the commercial airlines.

Land Acquisition

Surveys and appraisals are under way and all preliminary steps have been taken leading to city ordinances under which offers of purchase negotiations and condemnation suits may proceed for the acquisition of land.

Financing

The City of Chicago was authorized by popular vote on June 5, 1945, to issue $15,000,000 in general obligation bonds for airport purposes. Approximately $14,000,000 of this amount is available for the Chicago Orchard Airport. A request has been made of the CAA that $38,000,000 of federal funds be allotted to Chicago to aid in the construction.

Request will likewise be made for participation by the State of Illinois. The balance should be provided by the revenue bonds, serviced by income from operation of the airport and underwritten by the air lines.

Northerly Island Airport Planning

General plans have been developed for a single runway—2,800 feet long (conforming to specifications for a Class II Airport) and showing the enlargement of the island needed to establish required clearances.

Application for approval of the airport and of the enlargement of the islands have been made to the Federal government and the State of Illinois.

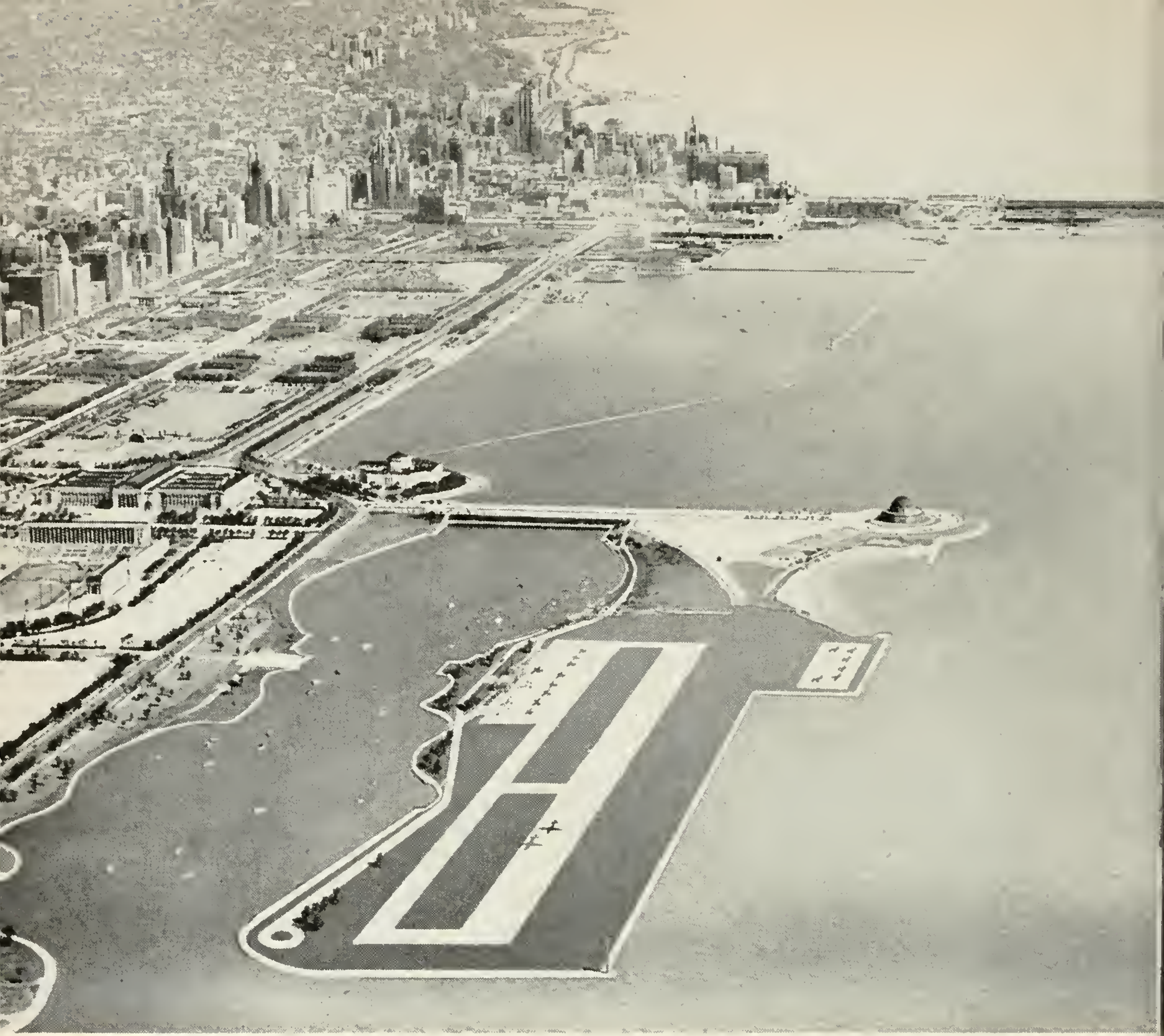
The CAA has approved the plan and has made a tentative allocation of $572,000 toward the cost of construction.

Control tower of the Chicago Orchard Airport.

The control tower of Chicago Orchard Airport, 61 feet above the ramp, gives a clear view of the entire field and air traffic pattern.

Army landing mats to form a temporary surface have been purchased from the War Assets Administration and are now on hand ready for placing as soon as grading can be undertaken in the spring.

Plans and specifications are ready for the steel sheet piling to form a bulkhead for enlargement of the island, and the work will be put under contract in the near future.



Northerly Island airport will give the city a much needed lake-front, downtown landing strip. Construction is already under way.

Land Acquisition

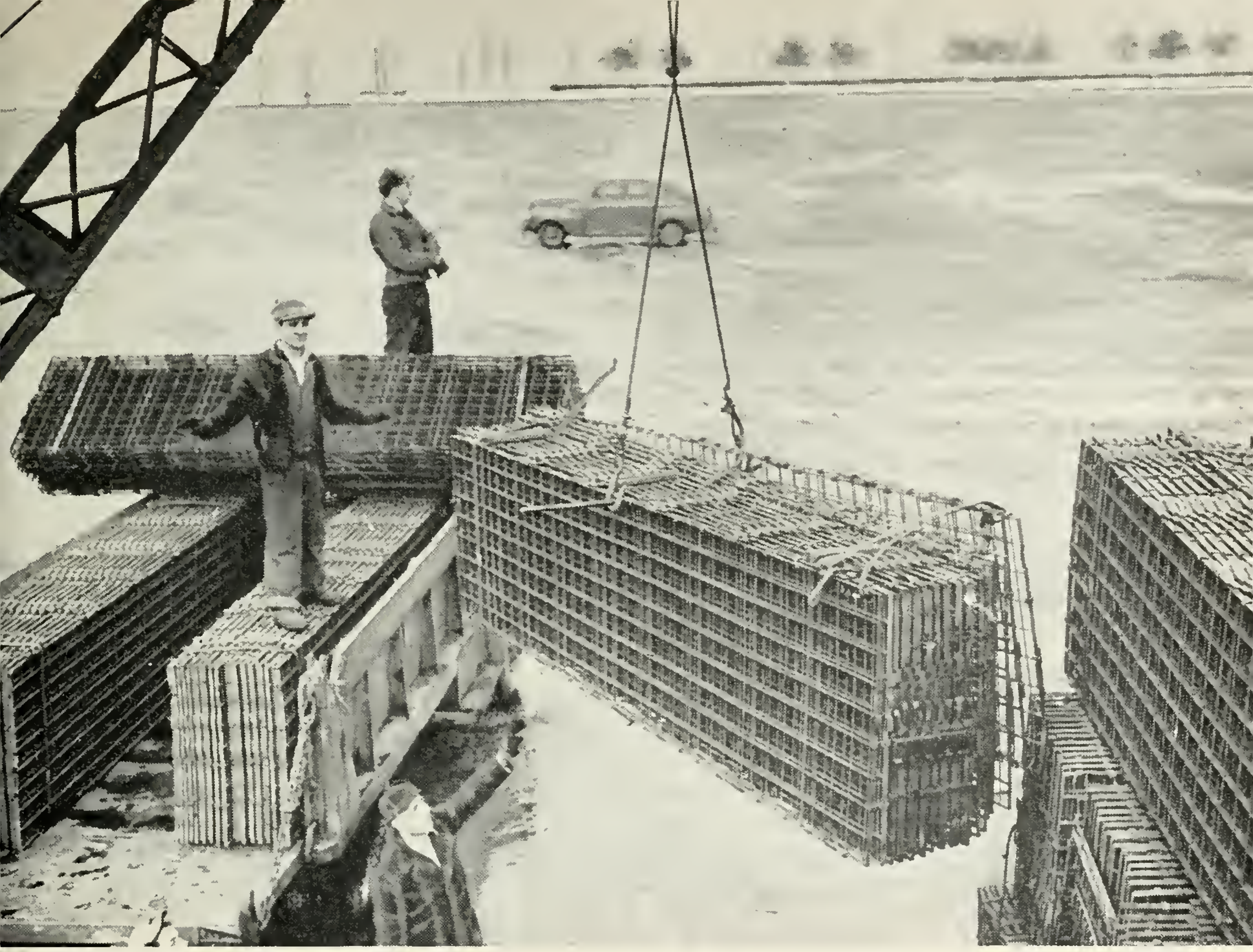
The city entered into a lease with the Chicago Park District on September 17, 1946, granting to the city for a nominal consideration the right to use Northerly Island as a public airport.

Financing

The estimated cost of the Northerly Island Airport is $1,397,000. The Federal government has indicated its willingness to pay 50 per cent of its cost (present allocation $572,000). Application has been made to the State of Illinois for state funds to match funds of the city (approximately $350,000). The balance is on hand from the proceeds of the sale of airport bonds of the city. Initial construction will thus cost the city about $350,000.

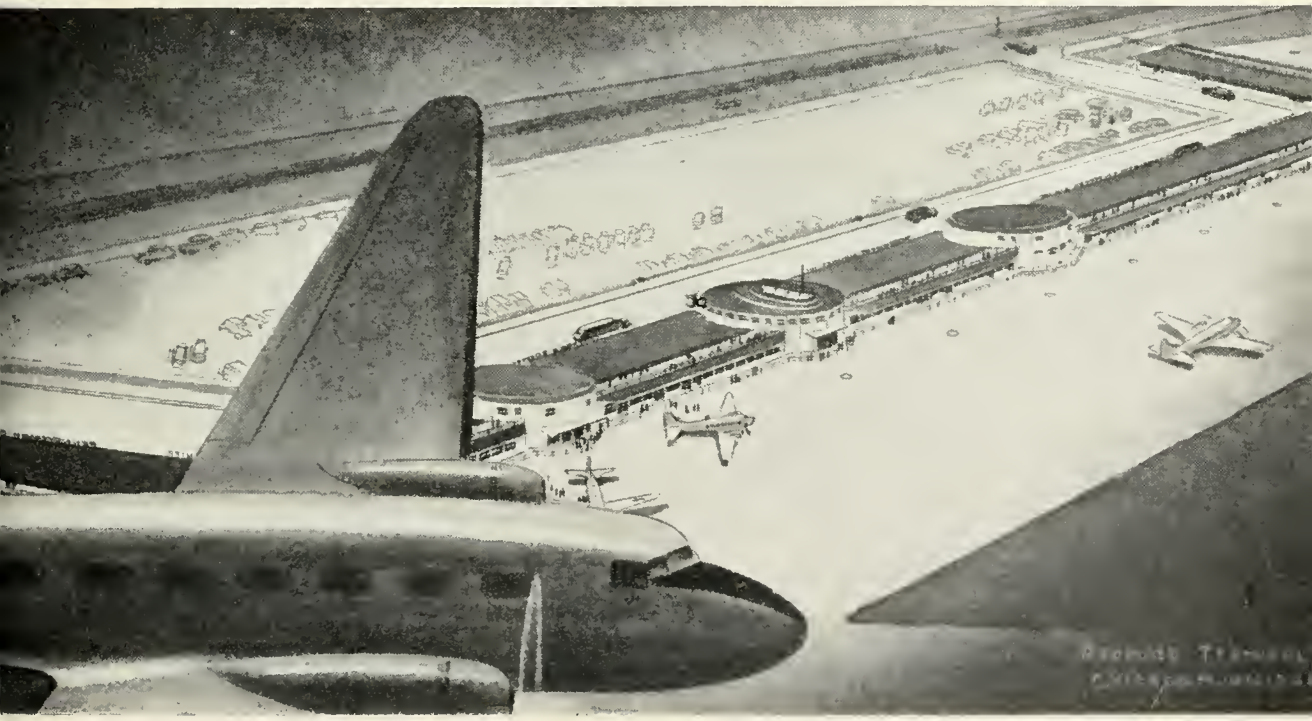
Future Prospects

Within the next five years, when Chicago will have outgrown its



800,000 square feet of steel runway matting arrived this January for the construction of the city's new, waterfront airplane landing strip on Northerly Island.

The spacious and modern new Terminal Building at the Municipal Airport. It is now nearing completion, and is in partial use.



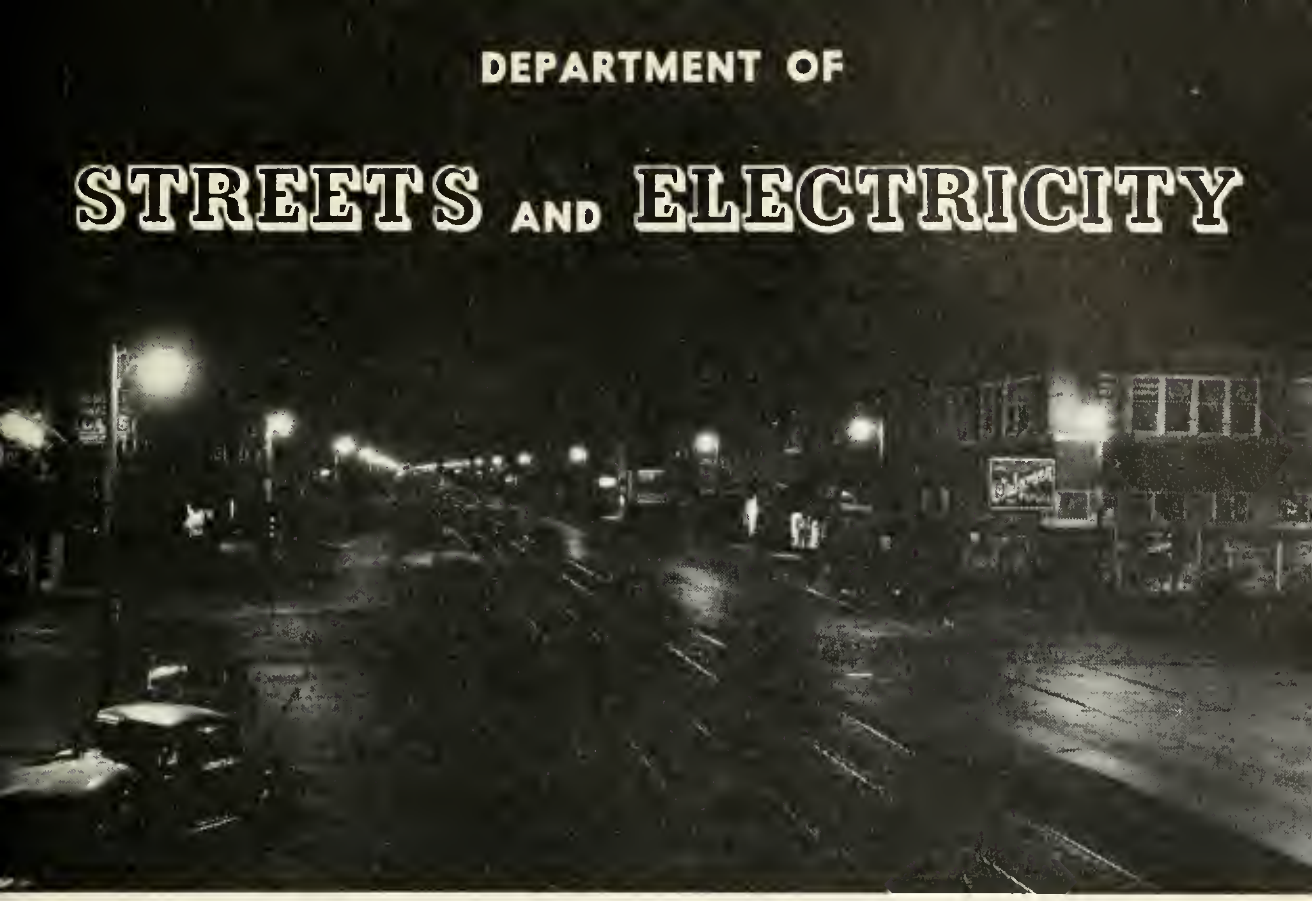
present Municipal Airport, the way is cleared for the construction at the Douglas site of the world's greatest airport. Its capacity will be larger than any existing airport. Its 8,000 feet clear length of runways, with extensions to over 12,000 feet for the occasional extraordinary flight, will accommodate the largest and fastest aircraft in either military or civilian use. Its central terminal area will provide conveniences and facilities for the traveling and general public not possessed by any other airport in the world. Its general arrangement and the installation of post-war equipment soon to be available will provide greater elements of safety than exist in any airport today.

Its completion in the near future will insure that Chicago will be acknowledged the air center of the nation and the world.

The Northerly Island airport will be put into preliminary use during the summer of 1947 and should be completed within the year. It will provide added conveniences for shuttle service for fast travel between the main airports and the business center of the city, will allow downtown delivery of passengers with limited time for business and other appointments and, as an adjunct to the main airports, will keep Chicago ahead in its position of industrial, cultural and civic supremacy.

DEPARTMENT OF

STREETS AND ELECTRICITY



63rd and Western *before* the installation of safety lighting.

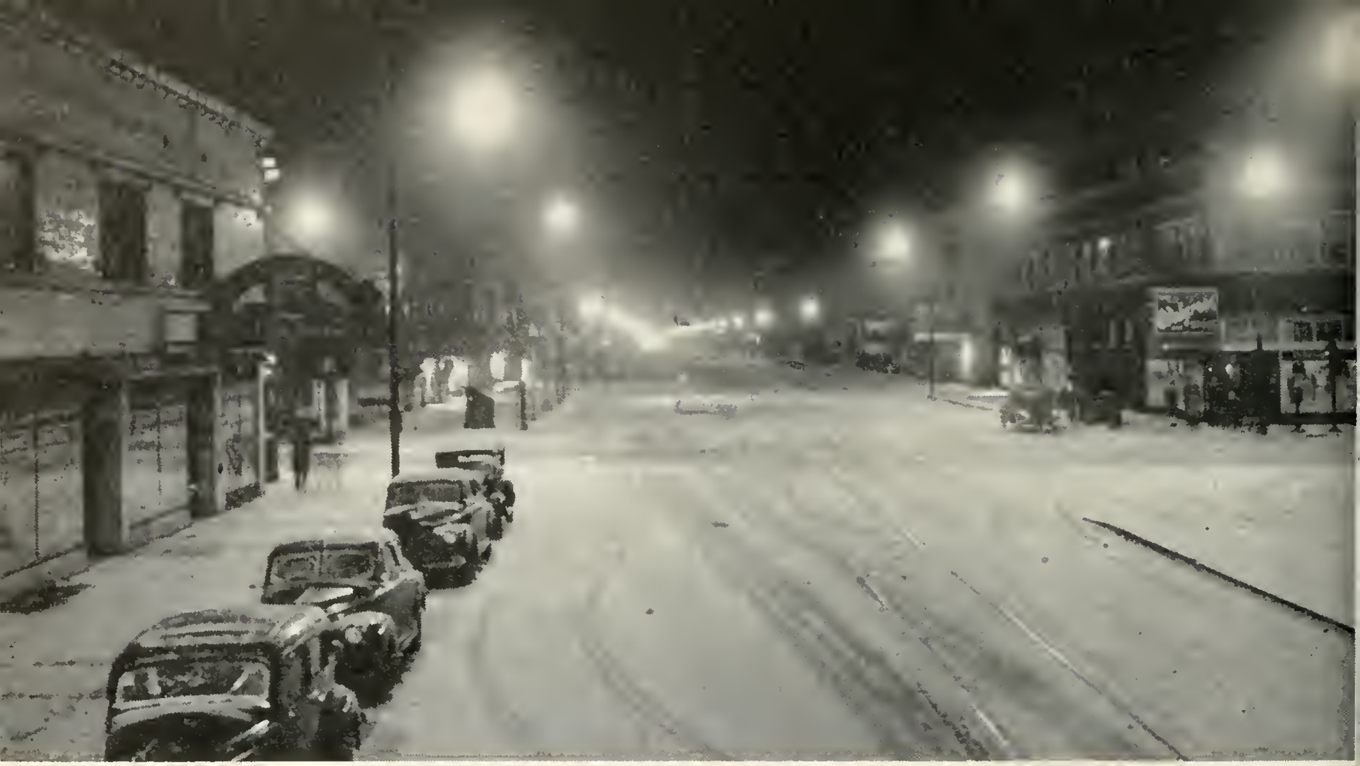
With 3,800 miles of paved streets, and thousands of street lights, to be maintained in all kinds of weather, two great bureaus are busy day and night.

For the convenient movement of people and commodities, Chicago possesses approximately 3,800 miles of paved streets. Over these thoroughfares move daily 2,500,000 or more people, possibly 500,000 automobiles, trucks and transit vehicles, and thousands of tons of goods.

In its streets Chicago has a capital investment of perhaps $300,000,000, and the replacement value at today's prices is, of course, much higher. *Few of the nation's railroads have a greater capital investment.*

Upon the Department of Streets and Electricity rests the responsibility of caring for a total of 3,300 miles of streets, which are the city's primary traffic ways. The department maintains and repairs these vital public ways, constructs new pavement, keeps the streets clean, lights them and equips them with safety devices to protect the huge numbers of people and vehicles that use them.

This is a big job—and an important one—for the 3,800 miles of streets under the department's care constitute the main circulatory system of Chicago, and, as such, have a direct bearing upon the economic health of the city.



This is the corner of 63rd and Western Avenue *after* the installation of modern safety lighting. Compare it with the picture on the preceding page.

L. M. Johnson, commissioner of Streets and Electricity, displays one of 30,000 refuse containers distributed by the city.

Joseph J. Butler, superintendent of the Bureau of Streets.

Chester S. Shaffer, superintendent of the Bureau of Electricity.

Out of the Red!

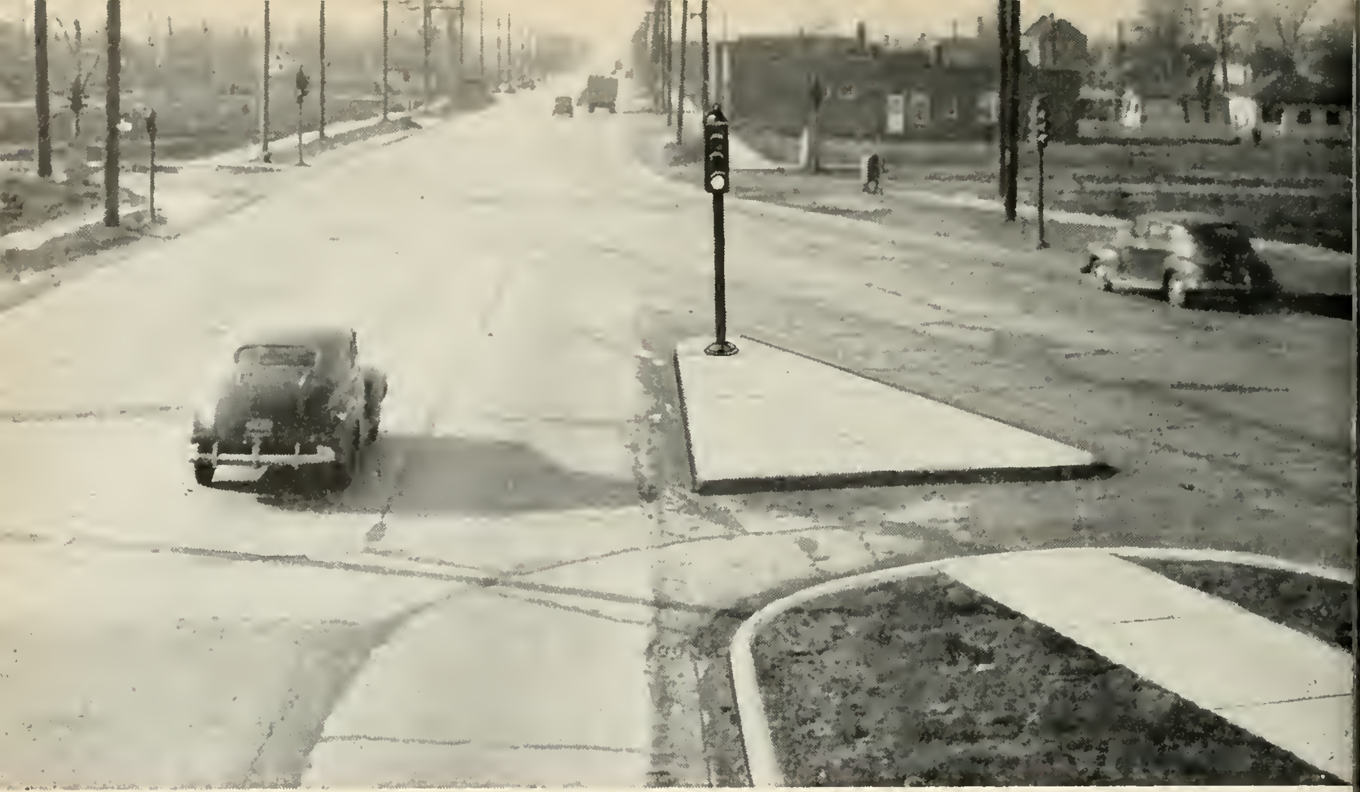
Statistical records of the Department of Streets and Electricity show that this administration is doing a better job—and a more economical job—of servicing and improving the primary street system than has been done in the past. *This has been accomplished without bond issues or the levy of any special assessments against real estate, even though this administration was compelled to use a substantial portion of its street funds to retire street improvement bonds issued by previous administrations.*

In the past fourteen years, this administration built 48.7 miles of new concrete pavement and 19.1 miles of new asphalt pavement at a total cost of $14,521,293.91, financing all but a fraction of the cost out of its share of the state gasoline tax allotted by law to Illinois municipalities. *It did this job at a saving of 25 per cent compared to costs in preceding years.*

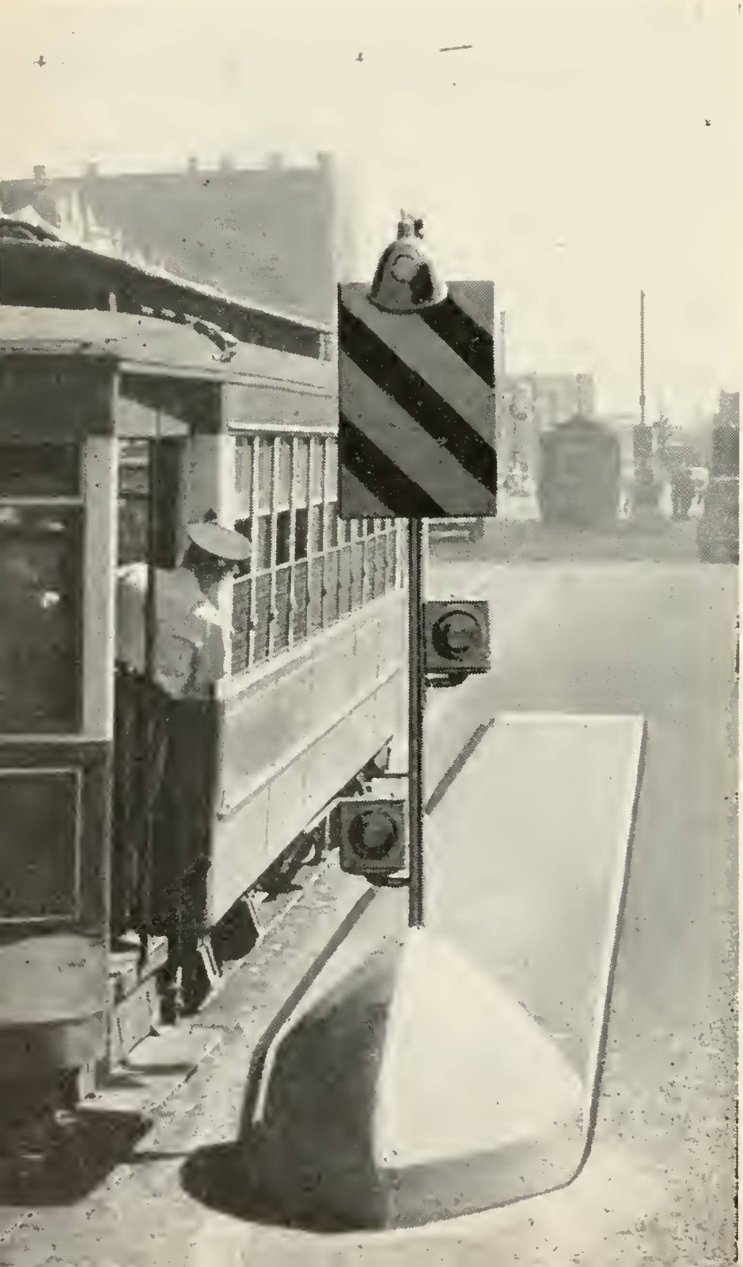
Extensive repairs were also made to existing pavements. These included 20,844,277 square yards of asphalt pavement repairs, 2,700,000 square yards of brick and granite pavement repairs, 9,474,465 square yards of macadam repairs to unimproved streets and alleys, and extensive seal coating to protect and prolong the life of older pavements. Unit repair costs were also less than in preceding years.

More streets would have been paved and more streets would have been repaired had not the war brought street improvement work to a virtual standstill. Nevertheless, the new pavement added to the primary system was three times the amount constructed in the preceding fourteen years, while repair work was four times that done in the preceding twenty-one years.

State participation in highway construction in Chicago with its own



Channelization, safety island and traffic control at 55th and Archer and Narragansett help to prevent accidents at a potentially dangerous intersection.



STREET IMPROVEMENT

The installation of new traffic lights at loading zones was begun in 1946 . . . for increased safety.

Refuse collection crew emptying standard refuse containers into hopper of modern, conveyor loading truck. Conveyor belt in truck packs the refuse in.

funds and with Federal aid allotted to it has been on a very limited scale, although annually almost half of the gasoline tax revenue collected by the state comes from residents of Chicago.

Through the efforts of this administration, however, Chicago is henceforth assured of very substantial financial aid from the State, the County and the Federal governments. This was accomplished in two ways—one, by obtaining commitments from the County and the State to share equally in the cost of constructing Chicago's $205,200,000 initial superhighway system; two, by inducing Congress to adopt the policy of specifically allocating a certain percentage of Federal aid for urban highway construction.

These extremely advantageous highway financing arrangements will give Chicago its initial superhighway system and at the same time will enable it to continue to improve its primary street system.

Aside from its regular street improvement work, the Department of Streets and Electricity cooperated with the Works Progress Administration for the nation's economic recovery, and, from 1933 to 1939, built 562 miles of penetration macadam and 17 miles of cement bound macadam streets.

Paving Programs

In 1943, the department established an organized program of pavement maintenance chargeable to the city's share of the State gasoline tax. Under this programming, necessary repair work is being made yearly on more than 180 separate repair projects, each averaging over a half mile in length.

Similar careful programming has also been applied to funds that will be available for adding paved mileage to the primary street system.

A six-year program terminating in 1952 has been established for paving 180 miles of major thoroughfares throughout the city at an estimated cost of $34,000,000. In addition, $5,700,000 has been set aside for street maintenance and the installation and operation of traffic controls during this period. This work will be financed from the city's share of the state gasoline tax revenue.

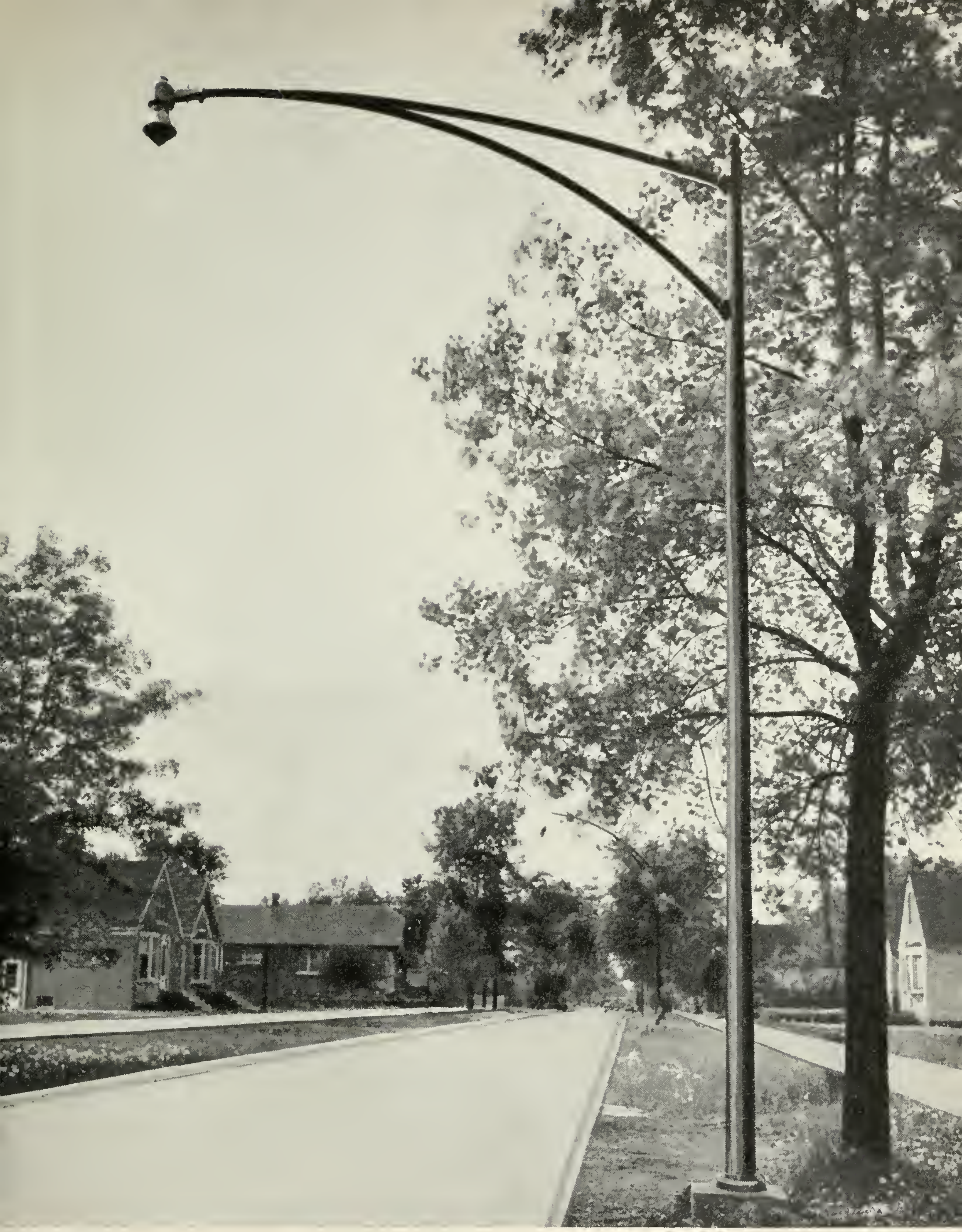
To round out the street improvement program, extensive modernization and reconstruction of the city's secondary streets and alleys is also contemplated during this six-year period. For this purpose, a bond issue of $8,000,000—approved by referendum—will be available.

The department is prepared through advance planning to proceed with these programs as soon as materials and manpower are no longer monopolized in easing the housing shortage.

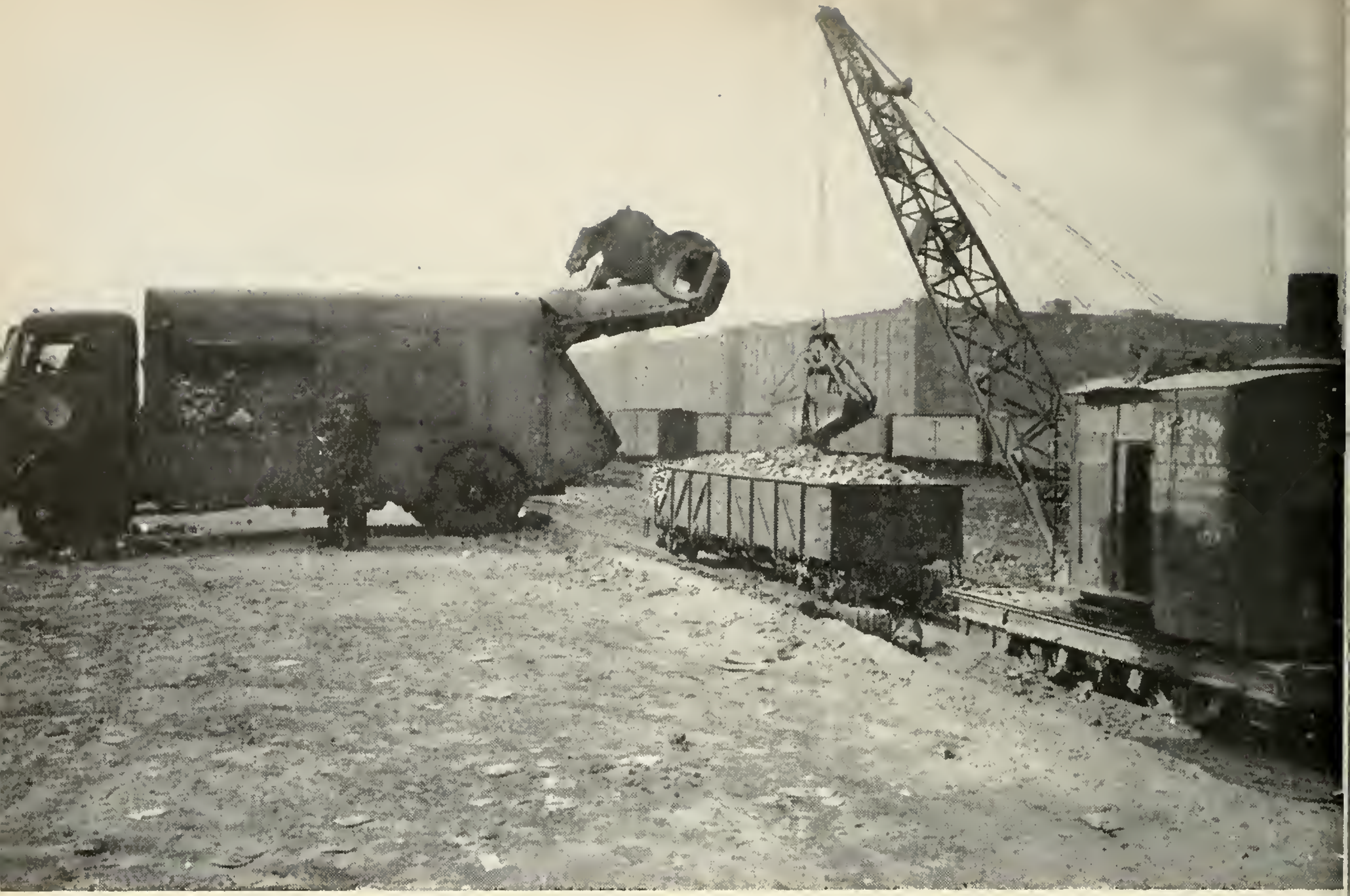
STREET LIGHTING

There has been decided improvement in lighting Chicago's streets in the past fourteen years. More than 10,000 new street lights have been added, and a new type of lighting unit, giving considerably more

A new Asphalt finishing machine lays bituminous asphaltic concrete at 64th st. and Central Avenue.



An experimental installation of 22 of these modern street lighting units has proved that they do a much better job of street illumination than the older types. The standards for these new type lights—6,600 of which will be installed in 1947—are twenty feet high.



Refuse from Chicago's streets and alleys loaded onto cars for shipment to disposal point.

useful light per dollar of expenditure, has been designed by the department's Bureau of Electricity.

The lighting system is being extended to outlying sections of the city now lacking lights, or inadequately served by out-moded gas, gasoline or old-type electric lights. In addition, a considerable part of the facilities in the older areas of Chicago will be rehabilitated and modernized. This $8,000,000 modernization program has been authorized by referendum.

The initial installations, for which plans are now ready, will be made in the outlying areas. Approximately 8,200 new street lamps will be placed in these areas this year. The remainder of the program will proceed as rapidly as equipment deliveries will permit.

$100,000 Yearly Savings

Along with the improvement in lighting service have come major economies in the cost of operation. A new contract for electric service to city departments negotiated in 1942, has been saving the city $100,000 a year ever since. Another new contract arrangement materially reduces the overall cost of electric street lighting in areas remote from city sub-stations.

Through legislative enactment sponsored by this administration, the discriminatory prohibition against Chicago's use of gasoline tax allotments for street lighting has been lifted. This has enabled the city to light 50 miles of heavily-traveled streets for which it lacked funds. More installations are to be financed from this source. Use of gasoline tax allotments for maintenance of street lighting and traffic signals on arterial streets has also reduced operating charges against other city revenues by $200,000 a year.

The substantially enlarged street lighting and traffic control systems are being maintained and operated by this administration with less personnel and smaller annual expenditures than preceding administrations required for less extensive systems. This achievement is the result of steady and continuing elimination of obsolescent and costly-to-maintain facilities.

Modern Luminaires and Standards Used

The standard of lighting used in residential areas, where large installations were made from 1924 to 1931, consisted of an open reflector mounted on a cast iron pole at a height of 14 feet; the pole being three feet back of the curb line. In recent years, in cooperation with street lighting authorities throughout the country, Chicago has developed a type of lighting which will place more of the light produced onto the roadways and sidewalks—thus resulting in obtaining more useful light per dollar of expenditure. The new standard consists of a light-directing control fixture, mounted at a height of 20 feet on a mast arm which throws the light ten feet into the roadway beyond the curb line.

An experimental installation of twenty-two of these units has been made, and illumination tests proved that this type of installation provides much better distribution and utilization of light than units heretofore used. Installation of 6,600 of these units will be completed in 1947.

High Intensity Lighting at Hazardous Intersections

At five arterial street intersections in Chicago, which accident reports show to be the most dangerous, experimental installations of high intensity lighting at greater-than-standard mounting heights have been made. The result, in the two years since the installations have been made, is a substantial reduction in the accident rate. Similar installations at other locations, where the high accident rate justifies the use of high intensity lighting, are being planned.

Traffic Control and Safety

Traffic engineers generally accord Chicago highest honors for its traffic control system.

Some of the progressive traffic control measures which brought it

This sanding machine, put into operation in 1945, does a swift job of sprinkling sand on icy pavements.

this recognition are the installation of 1,328 additional traffic control signals at 299 previously unprotected street intersections, the channelizing of traffic at 47 of the most hazardous locations, and continuing field studies that are followed by proper corrective measures.

Since 1939 the city has also marked cross walks at school crossings and other heavy pedestrian intersections. Each year 4,500 such cross walks are painted on the pavement.

Another Tremendous Saving

As another safety measure, 16,300 sharp street corners have been rounded, together with the replacement of pavements and the rearrangement of drainage facilities. In connection with this project, 175,983 lineal feet of new tangent curb have been constructed.

During the war years, when the city was faced with the problem of replacing 6,973 battery operated curb flashing signals for which repair materials were not available, an eminently satisfactory reflector substitute was developed. This prevented a "black-out" of these traffic signals and is saving the city $150,000 a year. Other economies have been put into effect through the substitution of mechanical devices for handpower in cleaning traffic signals and marking traffic lines.

In 1942, Chicago was honored by the American Automobile Association with an award for having one of the best records for pedestrian safety in the United States.

Sidewalk Construction

During the fourteen years of this administration, there have been 9,419,335 square feet of sidewalk repairs and replacements. In the same period, a considerable total of new sidewalk was constructed by property owners on permits issued by the department. In 1946 alone, 1,746,777 square feet of sidewalk was built by property owners under department supervision.

Snow Removal

By a cooperative arrangement in which the department, the Chicago Surface Lines, the Chicago Motor Coach Co., the Chicago Park District, the County and State Highway Departments pool their equipment, a much more effective and efficient system has been perfected for snow removal.

Refuse Removal

Refuse collection and disposal is now at its all-time peak of efficiency. For the first time collections are on a regular once-a-week schedule, as compared with a frequency of once in two weeks or once in three weeks during previous administrations.

Chicago's alleys are cleaner than ever before, and the danger of a waste-borne disease has been materially reduced.

Keeping the alleys clean, however, is not the sole responsibility of the city. Homeowners have a definite share in this responsibility, which can be discharged by storing their refuse in rat-proof cans instead of tossing it into malodorous heaps in the alleys.

A campaign of public education being conducted by the department is making definite headway in winning the cooperation of the public. In an area bounded by Halsted, Division and Pershing Road and the lake, 30,000 metal refuse cans were provided. The resulting tremendous change for the better in the appearance of the alleys demonstrates that refuse control is being achieved on a larger scale than at any time in the city's history.

The stepped-up collection schedule was one of the principal objectives of this administration. It was achieved by Commissioner Lloyd M. Johnson through drastic revision of refuse collection administrative control and by the inauguration of an extensive equipment modernization program.

The equipment modernization program will be completed by May of this year, when the city will have 300 modern, conveyor-type trucks in service. Fifty of these trucks were purchased in 1945, and 50 in 1946. Fifteen of the remaining 200 on order have arrived and are now in use.

One of the efficient, motorized street sweepers introduced by the Department of Streets and Electricity in 1945.

Dobbin On the Way Out

A considerable amount of outmoded, expensive-to-operate, horse-drawn equipment has already been replaced, and the balance of this equipment will be retired as soon as the remainder of the conveyor-type trucks arrive. Then collections will be limited to one daylight shift. At the present time two, and even three, shifts per twenty-four hours are required to maintain the present schedule.

When this administration went into office, there was no control over refuse collection at the top administrative level. Centralization of administrative control was undertaken immediately. Five district offices were set up to direct operations. Finally, in 1945, complete central control was established.

Under the new control system, all refuse collection equipment and manpower are pooled. Routes are laid out each day of the week for each truck and its crew. By a posted schedule, changed frequently during each day, a supervisor knows exactly where each truck is operating, and whether it is rigidly adhering to its schedule.

The beautiful Marine Drive apartments, constructed within recent years on the north side of the city.

THE DEPARTMENT OF BUILDINGS

administers the city's building codes and issues building construction permits.

When someone wants to build a house, or an apartment, or a ten million dollar skyscraper, our citizens want to be sure that it is a *safe* building and a credit to our city. To make sure that it *will be,* we have a *building code*—and an alert Department of Buildings to guarantee that the code is observed.

In addition to its interest in seeing that our new buildings are safe, livable and durable, the department keeps an eagle eye on *old buildings* for the very same reasons. And if the oldtimers are unsafe beyond repair, down they come!

The need for new housing, more office space and new industrial space is so urgent today, it's interesting to look back to the depression years when most builders thought long and hard before they started to build *anything.*

During the fourteen year period beginning in 1933, when Edward J. Kelly became Mayor, construction activity resumed its importance

Wesley Memorial—one of the great hospitals recently constructed in Chicago.

HILLMAN'S
SEARS

This Sears store was completed in 1938 at Cicero and Irving Park Boulevard.

and magnitude in the City of Chicago, with a steadily increased responsibility to the Department of Buildings. In 1933, a total of 412 permits were issued, having an estimated construction value of $3,407,100. Since then, except for three of the war years, 1942-44 inclusive, there has been a steady increase in both the number of buildings constructed annually and their value. In 1946, 6,529 building permits were issued, having a construction value of $116,382,777.

During this fourteen year period the total number of new building permits issued was 40,288, having a total value of $466,361,234. This amount does not include permits for minor alterations, small garages, sheds, etc., nor war plants or public housing projects constructed with Federal funds.

Construction increased from a low of 21 apartment units and 143 residences in 1933, to a total in 1946 of 1,954 apartment units and 4,283 single family residences. During this fourteen year period 13,408 apartment units were developed and 27,037 single family residences erected. Many of the apartments were constructed in accordance with the liberalized 1942 ordinance, which permitted freer conversion of larger homes or apartments into multiple dwellings.

Earnings of the department in the form of permit and inspection fees, compared with the expense of administration, reflect the growth that has taken place. In 1933 earnings totaling $351,635.25 required an expenditure of $309,266.61; during 1946 total earnings amounted to $1,297,226.50, at an operating expenditure of $925,175.04.

The increase in department expense resulted not only from increased

The 44-story Field Building at 135 S. LaSalle Street was completed in 1934. It is one of the most beautiful office buildings in America.

building activities, but from greatly increased inspection services of the department. These inspection services were taken over from other city departments at a saving, over the thirteen year period, of close to one million dollars.

14 Years of Progress

Highlights of the work of the Department of Buildings between 1933 and 1946 include many noteworthy achievements.

A program of demolition of dilapidated or structurally unsafe

Plant of the Kraft Cheese Company on Peshtigo Court, completed in 1938.

buildings was initiated. A total of 12,583 unsafe and dilapidated structures were wrecked during these fourteen years.

In 1939 a new building code was completed and put in force, replacing an antiquated ordinance which had been in effect since 1911. This presently existing code has been amended with the aid of recommendations of the committee on Standards and Tests of this department, consisting of technical authorities, together with councilmen, to recommend code amendments as a result of current improvements or developments in building construction or building materials. In addition, the Building Department from time to time has recommended amendments to clarify and make more workable the various provisions of the building code.

Eliminating Red Tape and Expense

In 1940 the first step was taken in a plan to consolidate various types of inspection involved in buildings, by the transfer from the supervision of the Board of Health to the responsibility of the Department of Buildings, the Bureau of Plumbing Inspection, which was charged with supervising the installation of sanitary plumbing piping.

KORLÈ, INC.
KORLÈ, INC.

Plant of Korlè, Inc.—one of many modern plants recently constructed in the Central Manufacturing District.

This consolidation was subsequently amplified in 1945 by the transfer of the Bureau of Heating, Ventilation and Industrial Sanitation from the Board of Health to the Department of Buildings, and again in 1946 with the transfer to the Department of Buildings of the Bureau of Housing Inspection and the Bureau of Electrical Inspection.

As a result, at the present time, responsibility for all phases of building construction now rests with the Department of Buildings. *It is possible for a single permit to be sought and issued covering all portions of building ordinance requirements.* This simplification of jurisdiction has received the praise of national and local interests and authorities.

Emergency Changes

With the beginning of war activity in 1942, ordinances were passed and directives issued by Mayor Kelly to minimize building construction requirements, not only to expedite construction of defense industries, but also to provide housing for war workers. Close cooperation with Federal agencies, including the Federal Housing Administration and the War Production Board, was maintained during this period.

From time to time these regulations have been adjusted or modified as the emergency needs required. Most recently, during the past year, a modified *emergency housing code* was developed by the Department of Buildings and authorized by the City Council, to be effective for a two year period, in an endeavor to stimulate the construction of housing units for returning veterans. This relaxation in certain code provisions includes, among others, permission during this interval to construct wood-frame single-family residences within the fire limits of Chicago, under certain circumstances.

In 1942 a major amending of the zoning ordinance was made in accordance with the growth of Chicago. No previous major change of

The Valentine and Sinclair plant recently erected in the Central Manufacturing district.

these ordinances had been undertaken since the original zoning ordinance came into force in 1923.

Microfilm Records

In 1944 the department began to have all permit plans *microfilmed,* to provide a permanent record of all building structures erected within the city. Previous to this time, it was the policy of the department to retain drawings for only two years after the building was constructed, after which the drawings were destroyed. The permanent retention of record drawings in public hands will prove invaluable in years to come.

ZONING BOARD OF APPEALS

Another city agency, closely associated with the department of buildings, is the Zoning Board of Appeals.

During 1946, 600 cases were filed with the board and 591 of them were heard and disposed of. This was the busiest year in the history of the board except for 1925 when 726 cases were filed.

Due to the fact that the present zoning ordinance (12/3/42) differs from the previous ordinance in respect to usable land areas, use, volume, height of buildings, and so forth, a large number of the 1946 cases involving commercial and manufacturing property were vigorously contested, all of which required considerable time, patience and understanding.

In addition to the work incident to public hearings on applications for variations and appeal cases, the staff of the board also rendered considerable service to various members of the City Council and council committees with respect to amendments to the zoning ordinance.

FREDERICK H. LEVEY CO. INC.
FINE PRINTING

The new plant of Frederick H. Levey, Inc., manufacturers of printing inks.

RECORD OF CASES
BOARD OF APPEALS—ZONING

	1942	1943	1944	1945	1946
VARIATIONS					
Granted	23	102	149	213	394
Denied	36	50	72	94	101
APPEALS					
Granted	9	7	5	15	12
Denied	5	0	4	3	1
WITHDRAWN	6	9	23	36	29
DISMISSED	5	14	12	10	28
DISMISSED AS CONFORMING	0	0	2	1	1
EXTENSION OF TIME	0	1	3	2	7
DISMISSED AS PREVIOUSLY ADJUDICATED	0	0	6	4	3
SPECIAL USES	0	2	4	9	15
TOTAL	84	185	280	387	591

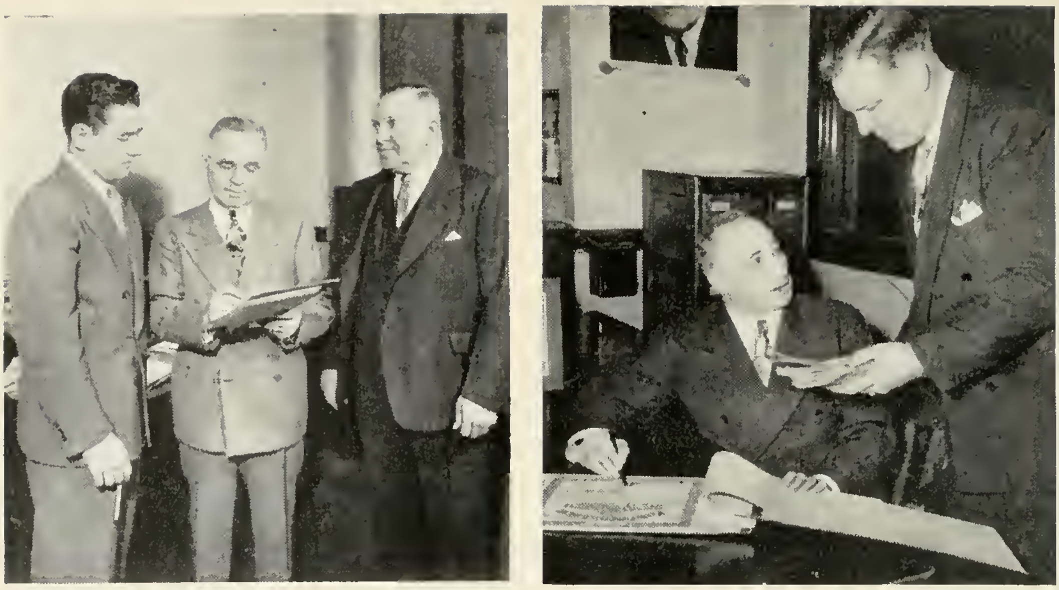
Applicants for licenses as stationary engineers taking their examinations under the supervision of officials of the Board of Examiners.

BOARDS OF
EXAMINERS

Because the lives and property of Chicago's millions depend on the skill of mason contractors, stationary engineers and plumbers, it is necessary for the city to pass on the qualifications of persons serving in these capacities. To accomplish these specialized tests, three boards of examiners have been appointed by the Mayor so that all examinations will be made by specialists in accordance with the highest principles of safety engineering.

In addition to safeguarding the safety of our citizens, the boards also afford economic protection to citizens who desire to build, purchase, repair or maintain industrial, domestic, institutional or commercial structures. The citizen has the assurance that when he pays fees, entrusts valuable materials or property to Chicago masons, plumbers or stationary engineers, he will be served by men who are trained, experienced and competent.

Each board charges fees for its examinations, and a study of the figures reveals that over a period of 14 years, 1946 represented an all-time high for the activities of each board.



LEFT: President Frank J. Smith of the Board of Examiners of Stationary Engineers, center, and Vice-President Michael Konkolewski, right, review examination requirements with an applicant.

RIGHT: Julius Newman, seated, has served as chairman of the Board of Examiners for plumbers since 1939.

BOARD OF EXAMINERS OF MASON CONTRACTORS

Year	*Receipts*	*Expenditures*	*Deficits*	*Net Revenue*
1933	$ 8,250.00	$ 9,200.00	$950.00	
1946	42,057.50	10,084.00		$ 31,973.50
1933 to 1946	247,647.50	126,064.00	950.00	122,533.50
Net Revenue for years 1933 to 1946 Inc.				121,583.50

BOARD OF EXAMINERS OF STATIONARY ENGINEERS

Year	*Receipts*	*Expenditures*	*Net Revenue*
1933	$ 34,239.00	$ 19,254.26	$ 14,984.74
1946	38,205.20	22,514.18	15,691.02
1933 to 1946	465,037.50	287,809.62	177,227.88

BOARD OF EXAMINERS OF PLUMBERS

Year	*Receipts*	*Expenditures*	*Deficits*	*Net Revenue*
1933	$ 12,342.00	$ 13,379.92	$1,037.92	
1946	34,603.40	25,967.25		$ 8,636.15
1933 to 1946	355,368.30	275,169.74	2,344.84	82,543,40
Net Revenue for years 1933 to 1946 Inc.				80,198.56

DEPARTMENT OF

PUBLIC WORKS

Meet the "Can do" guys of Chicago's government — the architects, the engineers, the constructors who build the bridges, pump the water and dig the sewers. Meet the chemists, cartographers, yes, and foresters, too!

Oscar E. Hewitt, commissioner of Public Works.

THIS IS THE WORKS!

Public Works in Chicago is most assuredly "big business."

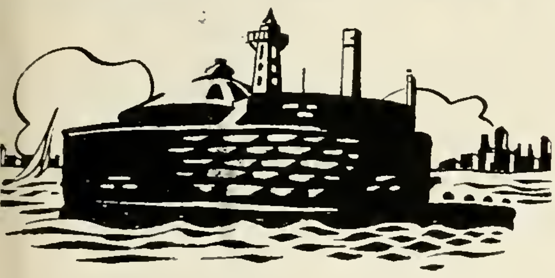
Why?

Because—according to all the rules under which private business is evaluated—the Department of Public Works in Chicago is a one billion dollar enterprise.

For example:

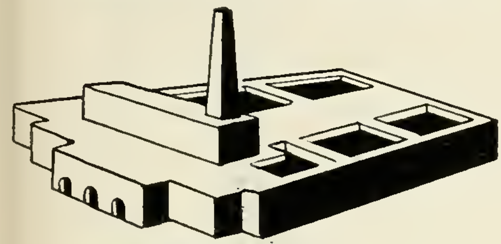
A few years ago, a group of eastern capitalists made it known that they would pay 400 million dollars for the municipally-owned water plant of the City of Chicago—meaning the cribs out in the lake; the water tunnels in the sheer rock underneath the lake and the city and leading to the pumping stations; the stations themselves; the network of water mains that blanket every inch of the 212 square miles that is Chicago; the buildings; the shops; the laboratories, and the warehouses. That was at a time when the income of the water plant was less than 9 million dollars a year. It now is close to 17 million dollars a year. If the water plant was worth 400 million dollars at that time

PUBLIC WORKS
In Chicago
IS *BIG* BUSINESS



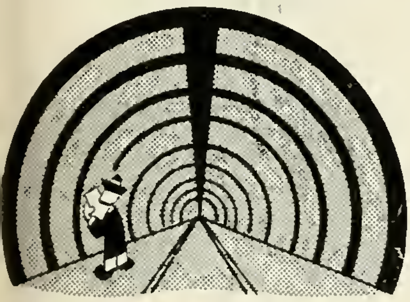
OUR WATER SYSTEM

Including the cribs, tunnels and pumping stations has a value currently estimated at . $700,000,00



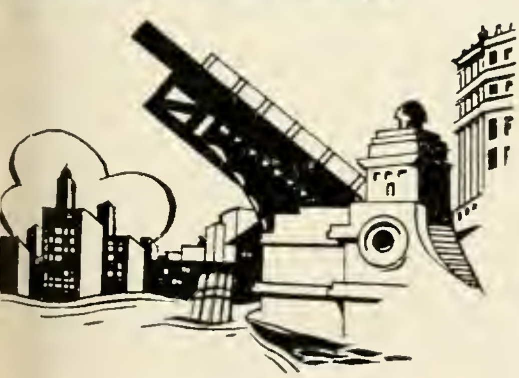
OUR NEW SOUTH DISTRICT FILTRATION PLANT

now nearing completion, has been built at an actual cost of $24,000,00



3500 MILES OF SEWERS

have a current value of about one million dollars per square mile, or $212,000,00



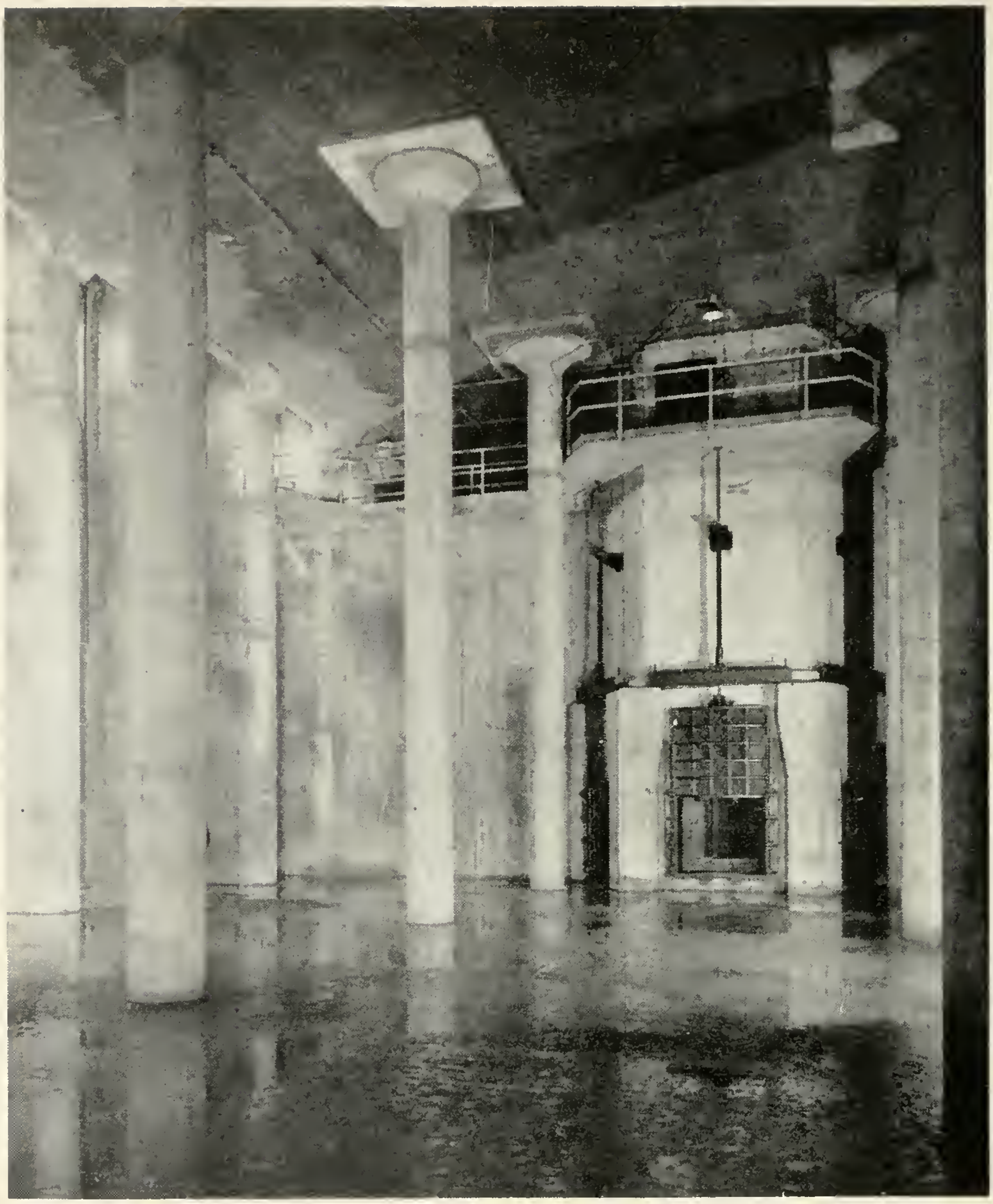
104 BRIDGES AND VIADUCTS

many of which have been completed or replaced in the last fourteen years, are worth . . $60,000,00

450 MUNICIPAL BUILDINGS

including the City Hall and other large structures are worth $25,000,00

MORE THAN ONE BILLION DOLLARS FOR THESE PUBLIC WORKS ALONE . . . AND THERE ARE MANY MORE $1,021,000,00



Walkways and screens in the new filtration plant.

to the investors, they probably would figure it at 700 million dollars at present.

It goes without saying that this offer was promptly and finally rejected, because Chicago has the finest drinking water *and supplies it at the lowest cost of any city or community of anywhere near comparable size in the United States.*

Furthermore, the water plant—as large and efficient as it is—is but one part of the Department of Public Works. Consider sewers. In every street or alley, and serving every building lot from the loop district to the small home owner at the outer edge of the city, the enormous Sewer System of Chicago stands second only to water in insuring the continued good health of its citizens. The sewers have cost the taxpayers a total of 106 million dollars—spread over the period from about the Civil War down to today. Their replacement value easily could be twice this amount. The water works and the sewer system do more for public health than any other factor or agency. Without an adequate water plant and an effective sewer system, Chicago could not exist. They constitute the fundamental basis of any large city.

102 Bridges and Viaducts

Add to the department's evaluations of its water and sewer system the replacement value of the sixty city-owned movable bridges, twenty-four fixed bridges and eighteen viaducts, and you probably have another 60 million dollars. Without these connecting links, Chicago would be but a series of isolated communities—separated by the water of the several branches of the Chicago River and canals.

As if this enumeration of highly valuable and very real property owned by the people of Chicago still is not convincing, consider the more than 450 buildings belonging to the City of Chicago that are maintained by one of the bureaus of the Department of Public Works—the City Hall, the Central Court and Police Station, police and fire stations, shops and warehouses throughout the city—collectively having an appraised valuation running up into 25 millions of dollars. In facilities for water-borne commerce, the city has invested several more millions of dollars—about 5 million dollars in the Navy Pier, and other large sums in wharves and docks and similar facilities. To these investments should be added 24 million dollars which will be spent on the South District Filtration Plant.

Responsibilities of the Commissioner

The Department of Public Works never seems to stand still for an instant. It continues to grow and expand, and very rapidly at times—particularly during the past fourteen years. This will be made clear when it is understood how the different divisions of city government in Illinois were created by the state legislature—away back in earlier times—by the passage of what is called the "Cities and Villages Act." This directed that cities have a mayor, aldermen, a "city marshal," and next—seemingly in line of importance—a Commissioner of Public Works. It follows that in the founding of Chicago's government, and continuing down to the present date, services and functions that definitely were not classed as belonging to the sphere of the mayor, or the aldermen, or police, fire or health—found their way into the Department of Public Works.

BUREAUS IN THE DEPARTMENT OF

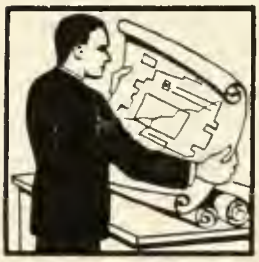
PUBLIC WORKS

CENTRAL PURCHASING

acts as a consolidated purchasing agency in buying thousands of items required by the city.

ARCHITECTURE AND BUILDING MAINTENANCE

serves as architects for city constructed buildings and handles the maintenance and repair of 450 municipal buildings.



MAPS AND PLATS

prepares and distributes municipal maps and plats and operates public information service.

SPECIAL IMPROVEMENTS*

constructs and maintains crossings, underpasses and subways at grade separations.

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*Special Improvements is a division.

ENGINEERING

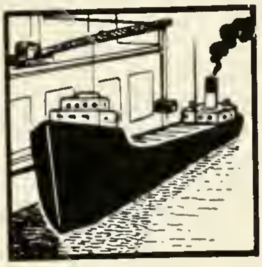
operates the city's water supply system, constructs water supply and distribution facilities, airports and other public works, tests materials and places municipal contracts.

SEWERS

cleans, maintains, repairs, replaces and extends the city's 3,500 miles of sewers.

RIVERS AND HARBORS

administers the port of Chicago including Chicago and Calumet harbors, the lake front and the Chicago and Calumet Rivers, operates 55 bridges and Navy Pier.



WATER

serves as the business office of the municipal water system, sending and collecting water bills from thousands of consumers in and out of the City of Chicago.

PARKS, RECREATION AND AVIATION

operates and maintains municipal parks, playgrounds, beaches, public baths, natatoriums and airports.

Public Works Organization

State statutes, of course, allow Chicago's City Council considerable latitude in determining the makeup of its municipal organization—merely requiring that the setup conform to the overall requirements of the statutes. The Department of Public Works is created in the City Code in these words:

"There is hereby established an executive department of the municipal government of the city which shall be known as the Department of Public Works. The said department shall embrace the commissioner of public works, the deputy commissioner of public works, and such other officers and employes as are herein designated and such as the city council may provide by annual appropriation ordinance."

The Code goes on to say that the department shall include the:

Bureaus Required by Code

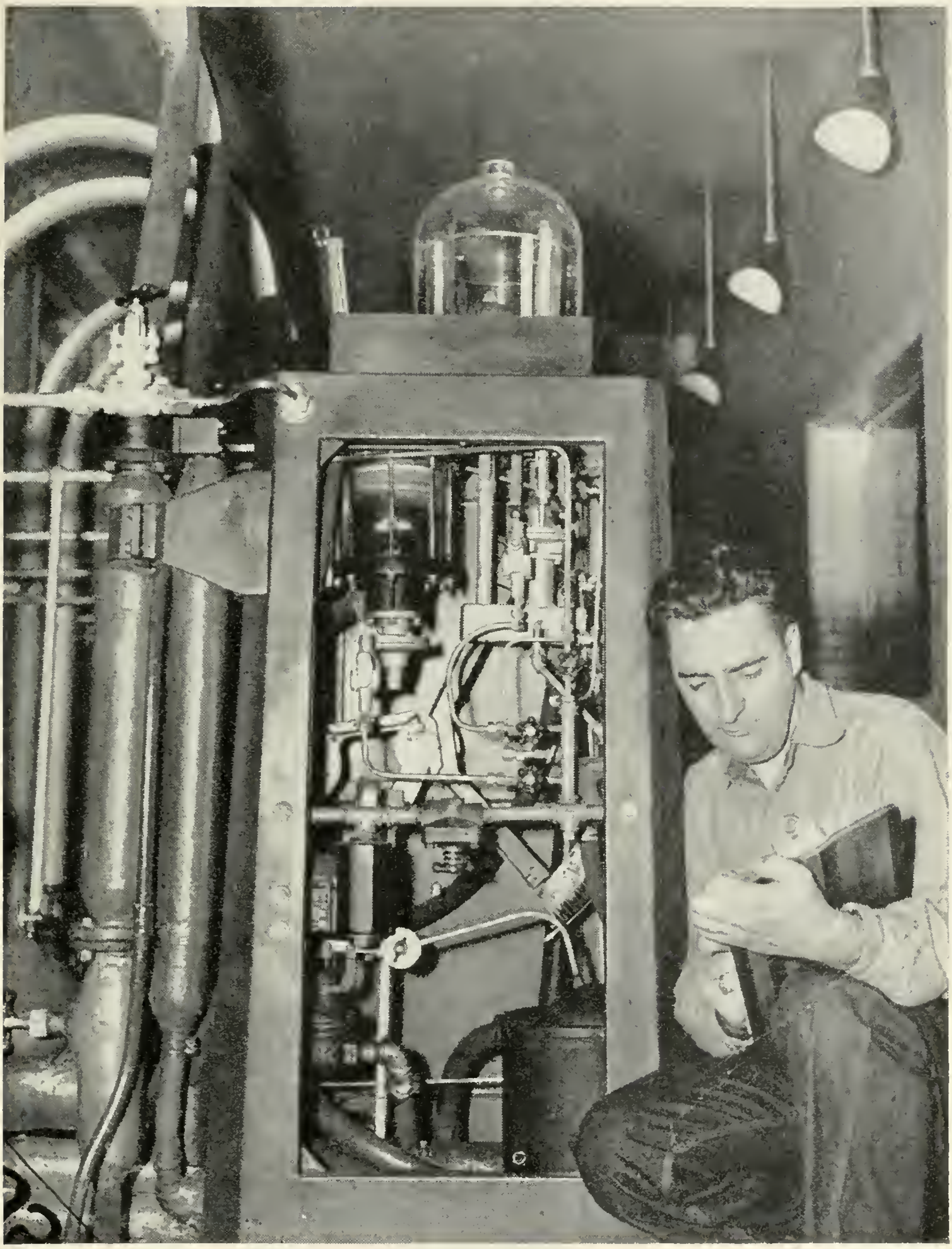
Bureau of Engineering, Bureau of Water, Bureau of Sewers, Bureau of Maps and Plats, Bureau of Rivers and Harbors, Bureau of Architecture and Building Maintenance, Bureau of Parks, Recreation and Aviation, Bureau of Central Purchasing.

The detailed description of the duties of the Commissioner of Public Works, as prescribed by the City Council, takes up almost nine full pages of fine type in the Municipal Code.

In brief, these are: "To take special charge and superintendence of the following public places and property: bridges, viaducts, docks, wharves, public landings, the Municipal Airport and public grounds; all markets and market places; all public buildings in the city belonging to the city; all works for the widening, deepening or dredging of the Chicago River and of its branches, and the harbor of the city; all sewers and works pertaining thereto and of all sewerage permits and licenses; the water works of the city, and the collection of all water rates and fees for the use of water or for permits issued in connection with the water works system. He shall take charge of all public improvements . . . award and execute all contracts . . . which exceed $500 (except subways or improvements by special assessment); direct the removal of any object obstructing any public way; remove any buildings from land taken for the purpose of widening or opening a public way; purchase materials, supplies and equipment, to be furnished to any department; engage in the wrecking of buildings, public or private; have city bench marks established from and referring to city datum; designate a bench engineer."

Chicago's Airports

In the past fourteen years, one of the activities that has grown the fastest in the Department of Public Works is the municipal ownership



"Inside" view of chlorinator at the Cermak pumping station.

and operation of airports. In 1933, Chicago's Municipal Airport at 63rd Street and Cicero Avenue was but a quarter mile square, and had little else but a few cinder runways. Today, at this same location is one of the world's largest—and admittedly—the safest commercial airports. It has a value of upward of 50 million dollars. More value is being added all the time. In addition, initial steps have been taken to expand Orchard Place Airport, located just north and west from Chicago's city limits, of which 1,080 acres were acquired from the

Federal Government after the war. It is contemplated, at present, that 5,900 more acres will be acquired, which will make it suitable to handle not only air traffic within continental United States but that of the entire globe. It is in partial operation now. In its entirety, this international airport may cost 70 million dollars. Further, the Lake Front Island Airport now is assured by Federal grants already approved. This air terminus is to serve as an air taxi station for surrounding cities and airports, and probably will be in operation early this year. By these improvements in aviation terminal facilities—made in the last 14 years in Chicago—air passengers, arriving at, departing from, or just passing through Chicago—now number 2,500,000 in 1946—and the number is ever-increasing. In addition, the freight traffic handled now is averaging 2,500 tons a month, and it, too, is going up by leaps and bounds.

Filtration Plants

Another major improvement and addition to the capital structure of the Department of Public Works is the new filtration plant located offshore in the lake at 76th Street. This now is in partial operation and has improved the quality of the water. It will give the 1,500,000 citizens living in the south part of Chicago, and in the south suburbs, clean, clear, pure and excellent-tasting water. Other filtration plants, to serve the remainder of the city, are now in the planning stage.

Income Holds Down Taxes

The total of all improvements and additions to the capital structure of the Department of Public Works—made in the last fourteen years—might be construed to mean that the taxpayers had been required to pay in more and more tax funds to cover the increase in values. Actually, that assumption is in error.

Taxes—that is, real estate taxes—that would have been required by the Department of Public Works either for operation or improvement of its facilities, would have been larger than they were if the department had not made an effort to increase its income by means of sales, rentals and fees.

For example: The Department of Public Works sells water to 440,000 consumers—office buildings, factories, apartments and homes—within Chicago and in the suburbs. The department collects landing fees from the commercial airline companies at the airports. It leases space at the Navy Pier, Chicago Municipal Airport, Orchard Place Airport, and at other places. As examples, Marshall Field & Company have entered into a long term lease for space for a restaurant at the Chicago Municipal Airport and are supplying part of the funds for its construction. The University of Illinois is leasing space for an

This is the method used for transporting members of an inspection party at the time of the opening of the State Street subway. Third man from left is Oscar E. Hewitt, commissioner of public works.

extension university, particularly for veterans, at the Navy Pier. Hangar space at the airports is at a premium.

It should be readily realized that, as the revenue from sales and rentals is increased, and operating efficiencies put into effect, just so is the burden on real estate lessened to that extent.

Figures taken from the City Comptroller's Annual Report, indicate that the expenditures, which are on a comparable basis, averaged $26,793,600 for each of the four years 1928 to 1931. They also show that the average expenditures for the years 1932 to 1940 were $20,871,804. This means an average reduction, for the years compared, of $5,921,796.

This increased revenue from the sale of water (23 per cent), with only a corresponding increase in water pumped of only (4 per cent), means—among other things—that the exhaustive leak tests carried on by this administration, and the resulting repairs, and the bigger percentage of the water bills collected, were indicative of the improved general efficiency of the Department in the last fourteen years.

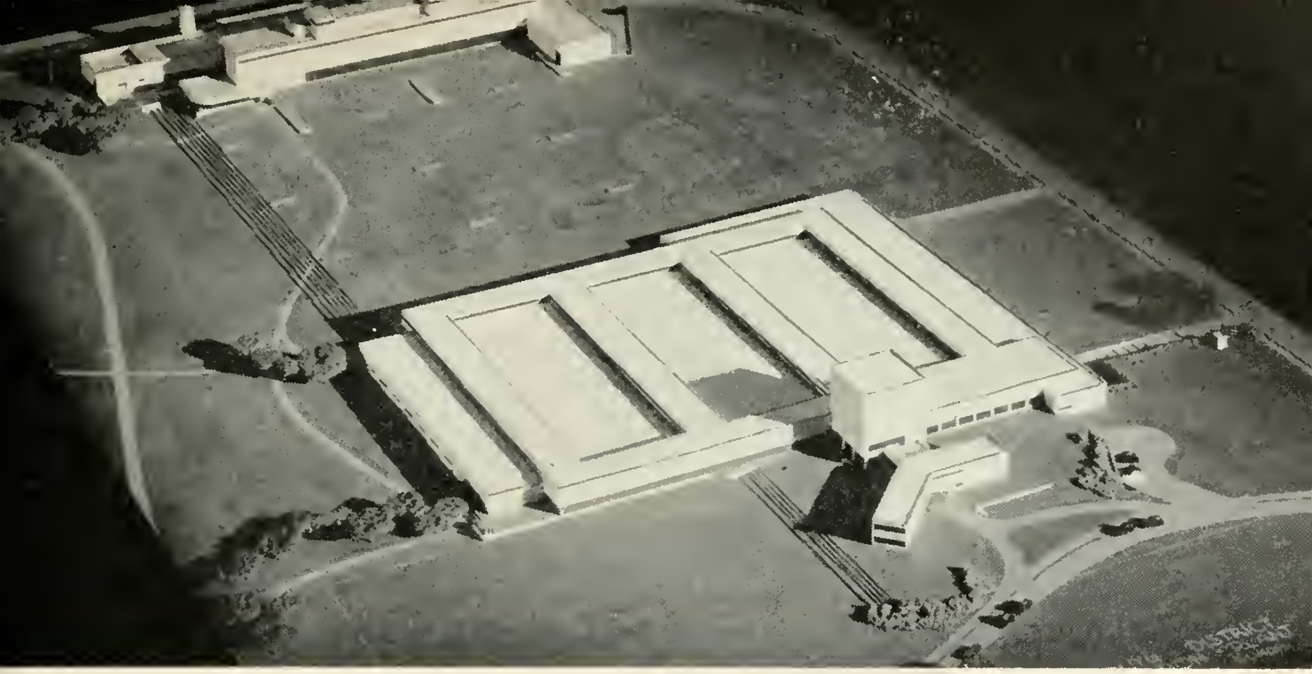
Architecture and Buildings

Another important group of public works functions are handled by the descriptively named Bureau of Architecture and Building Maintenance. This bureau, headed by the City Architect, renders architec-

Paul Gerhardt Jr., city architect.

tural service to the entire city administration and, in addition, is responsible for the maintenance and repair of 450 city-owned buildings and plants. The bureau is also charged with the operation of such public buildings as the City Hall, the Central Police Building at 1121 S. State Street, the Hubbard Street Building and the Board of Health Clinic. During the war, the bureau also operated the buildings which housed the Servicemen's Recreation Centers on Washington Street and 49th Street.

In the fourteen years between 1933 and 1946, the bureau handled the preparation of preliminary sketches, designs, architectural drawings and specifications, and supervised construction work for $12,612,969.84 worth of projects. The administrative, architectural and clerical expense in connection with these accomplishments was less than 3½ per cent of the value of the work. The building and maintenance repair division in this same period of time handled 53,543 maintenance and repair jobs at a cost of $6,098,990.97.



Model of the South District Filtration plant, now under construction. The Bureau of Central Purchasing saved the city $383,000 on the purchase of fill for this project.

CENTRAL PURCHASING

—a consolidated purchasing agency which has saved the city millions of dollars.

In its very first year, this administration recognized the savings and other advantages to the city of a central purchasing agency. It then created such an agency and placed it in charge of the Commissioner of Public Works.

The Bureau of Central Purchasing, as shown in the Council Proceedings, is charged with the buying of the items needed in the "housekeeping" end of the city's operation—purchases of such things as stationery, pencils, paper, small tools and supplies—in fact, everything that is not sufficiently large to merit the letting of a contract. While its individual purchases are small, in the aggregate they run into millions of dollars a year.

The centralizing of the city's purchasing machinery had been advocated for many years by civic organizations—it remained for this administration to bring it about. The efficiencies and savings in dollars and cents to the taxpayers by virtue of buying centrally over the 14-

John A. Cervenka, superintendent of the Bureau of Central Purchasing, Department of Public Works.

year period would amount to a large sum. Some of this saving is a matter of record. The larger portion is not. If a buying agency gets a reputation of being "hard" in its purchases, all bidders take this into account in submitting their bids. It is the consensus of opinion, that in the last fourteen years the Commissioner of Public Works has established a widespread knowledge that the City of Chicago gets value commensurate with the money it expends on its purchasing—whether on contract or on requisition.

Huge Savings on Fuel

The Commissioner of Public Works buys annually on contract some $700,000 worth of steam coal and about $300,000 worth of heating coal—a total of nearly a million dollars. Originally, the contractors felt that they were compelled to submit prices which would cover any possible increase in wages or freight. Under centralized purchasing, the Commissioner of Public Works caused the city's specifications to be revised. In effect, the city assumed any increase in wages or freight that actually occurred—thereby taking the speculative factor out of bidding on city purchases. Lower prices were the result.

On steam coal, the city buys heating. That is, the city awards the contract to the bidder who guarantees to deliver to the city the largest number of British thermal units (BTUs) for one cent.

Since the installation of centralized purchasing and the newer method of buying coal, the city's statisticians check the bid prices being received by the city on coal as against those of all private concerns and public agencies from which figures could be obtained. In every instance, the city saved money.

Further, a check of three years shows that the city was buying coal cheaper than any other buyer consulted. In fact, two mine operators asserted that Chicago, under this administration, was buying coal for less money than any other buyer in Chicago—with the exception of certain refineries and packers who make a practice of buying "distress" coal—coal that has been shipped to Chicago and cannot immediately upon its arrival be delivered to a purchaser and upon which freight demurrage, by its accumulation, forces a "distress" sale.

During this period, the city's purchase of steam coal ran from two cents to a maximum of seventy cents (that, for a short period only) a ton below the market price. The actual savings to the taxpayers is apparent when it is recalled that the city uses some $700,000 worth of coal annually—principally for pumping water and sewage. The city's coal requirement is constant in that coal is needed every hour of the day and every day of the year for such purposes.

Financial Gains from House Wrecking

Privately-owned house wrecking concerns bid $18,000 to wreck the old Harrison Street steam boiler station. The Commissioner of Public Works rejected this bid and readvertised. On the second bidding, the low bid was $28,000. On the third letting, the low bid was $13,000. On the face of it, it would appear that the city had saved $5,000. While it possibly did, this was not the maximum saving that it was possible for the city to make.

Why? Because: some time later, the wreckers wanted from $5,000 to $8,000 *and* all the salvage to demolish the old County Jail. The department undertook the job with relief labor, and came out with a profit of some $14,000.

Subsequently, the Commissioner of Public Works carried out a demolition program with such labor—a program that was undertaken first by the Metropolitan Housing Commission, then the Fire Department, and lastly by the Building Department. The total of the buildings demolished was 1,850—and, on these, the purchasers of the salvaged materials were, in most of the instances, the wreckers who previously had tried to get from the city not only the salvaged material for nothing, but a fee for wrecking the buildings! Besides getting valuable salvaged materials, the city actually put $42,000 into the city's treasury by the wrecking operation. The salvage brick, for instance, relieved the Bureau of Sewers from buying any sewer brick for three years.

As reported elsewhere, the central purchasing agency's success in buying materials, tools and supplies led the Federal government to ask for the privilege of buying on the city's contracts for WPA. This was done.

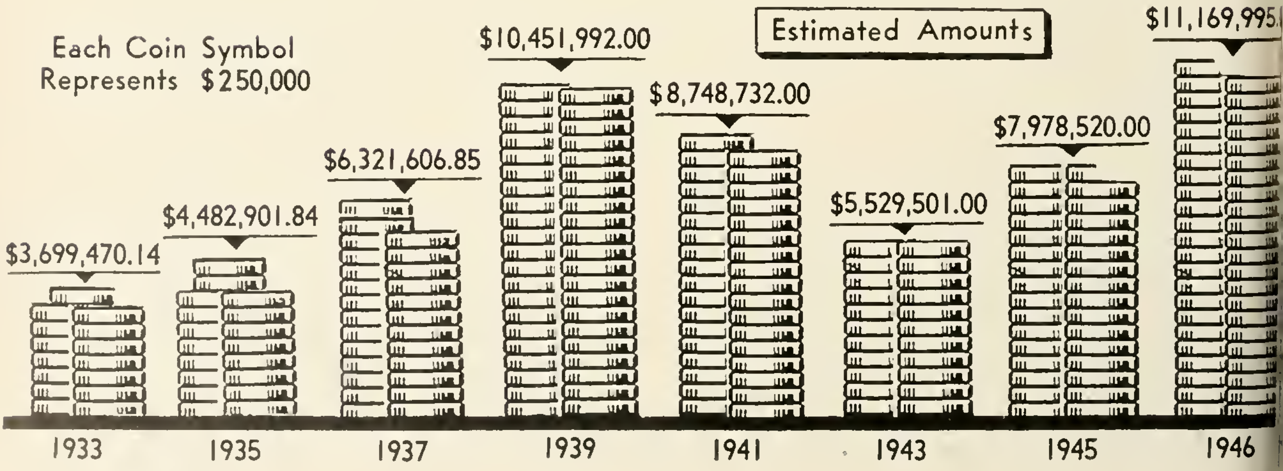
More Savings

The Commissioner of Public Works took bids on a fire boat for the Fire Department. It had an appropriation of $150,000. The bids ran from $177,000 to $260,000. The bidders themselves suggested changes in the specifications when their first bids were not readily accepted—the result being that the city finally got the boat for $134,000. Incidentally, the Fire Department and other experts now pronounce the fire boat thus obtained as being "the best diesel operated fire boat in the country."

In securing fill, in connection with the South District Filtration Plant, the city obtained part clay and part granulated slag covered by a thin coating of sand for 30.8 cents per cubic yard. When based on prices previously paid, the cost of sand alone would have been 50 cents per cubic yard. At 50 cents a yard, the cost would have been a million dollars. Actually, it cost $617,000.

$98,302,419.01

worth of public purchases
in 14 years — by the
Contract Section of the
Bureau of Engineering.



THE BUREAU OF
ENGINEERING
OF THE DEPARTMENT OF PUBLIC WORKS

engages in many activities but its main business is providing Chicago and Chicago's suburban neighbors with a pure and abundant supply of water.

The old water tower on Michigan Avenue stands as a symbol of good water service.

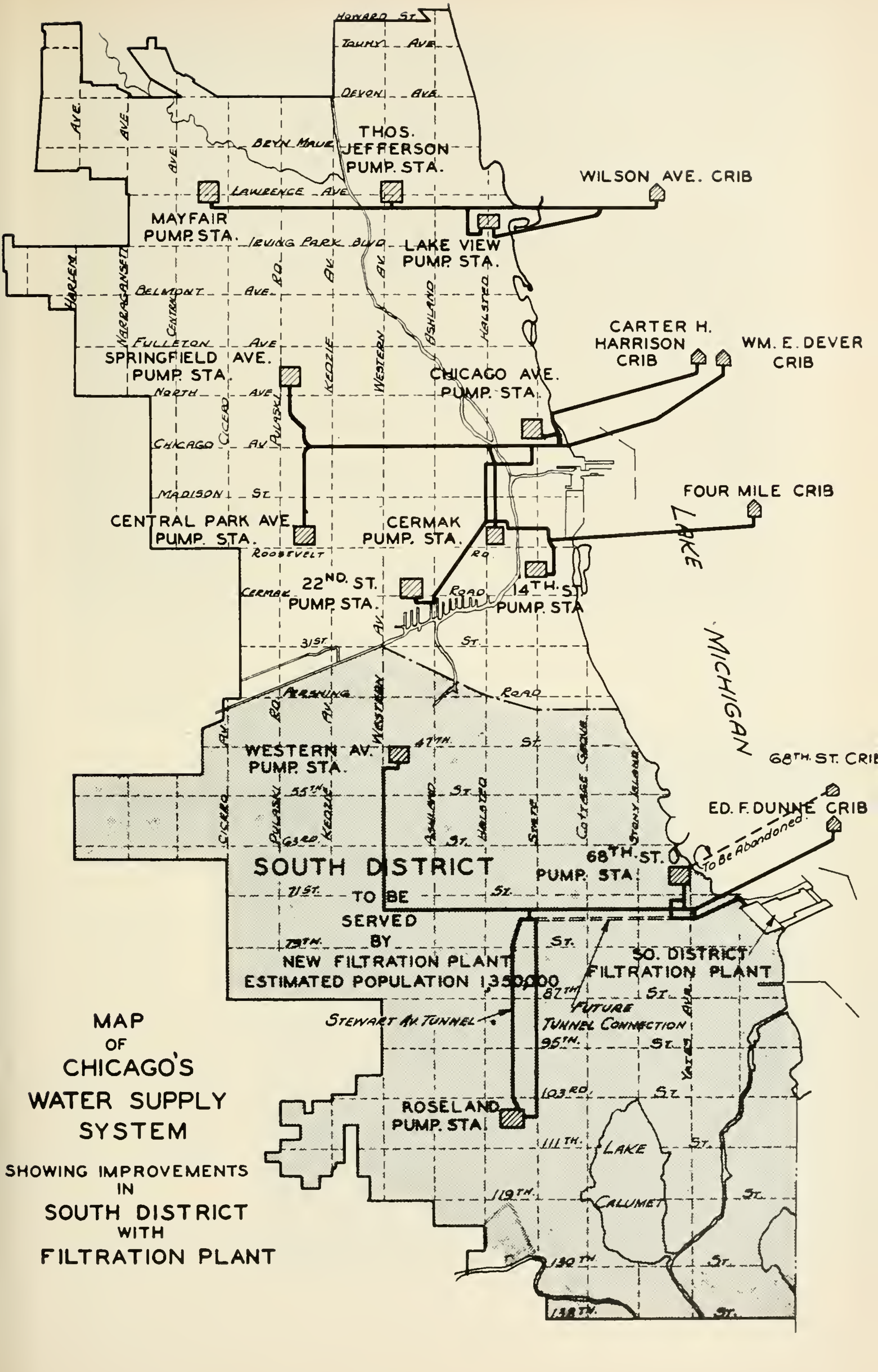
Chicago Avenue water tunnel.

AN ENGINEERING PROBLEM

is created by the fact that Chicago pumps more water than any other city in the world.

Chicagoans not only enjoy a greater abundance of good drinking water than any city or community of comparable size in the United States, but they also obtain it at the lowest cost. The quality, abundance and economy of Chicago's water is the *planned result* of an efficiently managed and scientifically operated system of municipal ownership. This tremendous enterprise, with a network of water mains that serve over three million people in Chicago and approximately 426,000 people outside of Chicago, is a $700,000,000 investment in good living, good health and unrivaled fire protection, operated by the Bureau of Engineering of the Department of Public Works.

This task of supplying and distributing over 300 billion gallons of water per year for domestic purposes alone—an average of 265 gallons per person each day—is carried out by a group of five engineering divisions:


HOWARD ST.
TOUHY AVE.
DEVON AVE.
BRYN MAWR
AVE.
AVE.
AVE.
THOS. JEFFERSON PUMP. STA.
WILSON AVE. CRIB
LAWRENCE AVE
MAYFAIR PUMP. STA.
IRVING PARK BLVD
LAKE VIEW PUMP. STA.
HARLEM
NARRAGANSETT
CENTRAL
BELMONT AVE.
RD.
AV.
AV.
ASHLAND
HALSTED
FULLERTON AVE
SPRINGFIELD AVE. PUMP. STA.
CARTER H. HARRISON CRIB
WM. E. DEVER CRIB
CHICAGO AVE. PUMP. STA.
NORTH AVE
PULASKI
KEDZIE
WESTERN
CICERO
CHICAGO AV.
MADISON ST.
FOUR MILE CRIB
LAKE
CENTRAL PARK AVE. PUMP. STA.
CERMAK PUMP. STA.
ROOSEVELT RD.
22ND ST. PUMP. STA.
CERMAK ROAD
14TH ST. PUMP. STA.
MICHIGAN
31ST ST.
PERSHING ROAD
AV.
RD.
AV.
WESTERN
47TH ST.
WESTERN AV. PUMP. STA.
68TH ST. CRI
ED. F. DUNNE CRIB
To Be Abandoned
55TH ST.
CICERO
PULASKI
KEDZIE
63RD
ASHLAND
ST.
HALSTED
STATE
COTTAGE GROVE
STONY ISLAND
68TH ST. PUMP. STA.
SOUTH DISTRICT TO BE SERVED BY NEW FILTRATION PLANT
ESTIMATED POPULATION 1,350,000
71ST ST.
79TH ST.
SO. DISTRICT FILTRATION PLANT
87TH ST.
FUTURE TUNNEL CONNECTION
STEWART AV. TUNNEL
95TH ST.
YATES AVE.
103RD ST.
ROSELAND PUMP. STA.
111TH ST.
LAKE CALUMET
119TH ST.
130TH ST.
138TH ST.

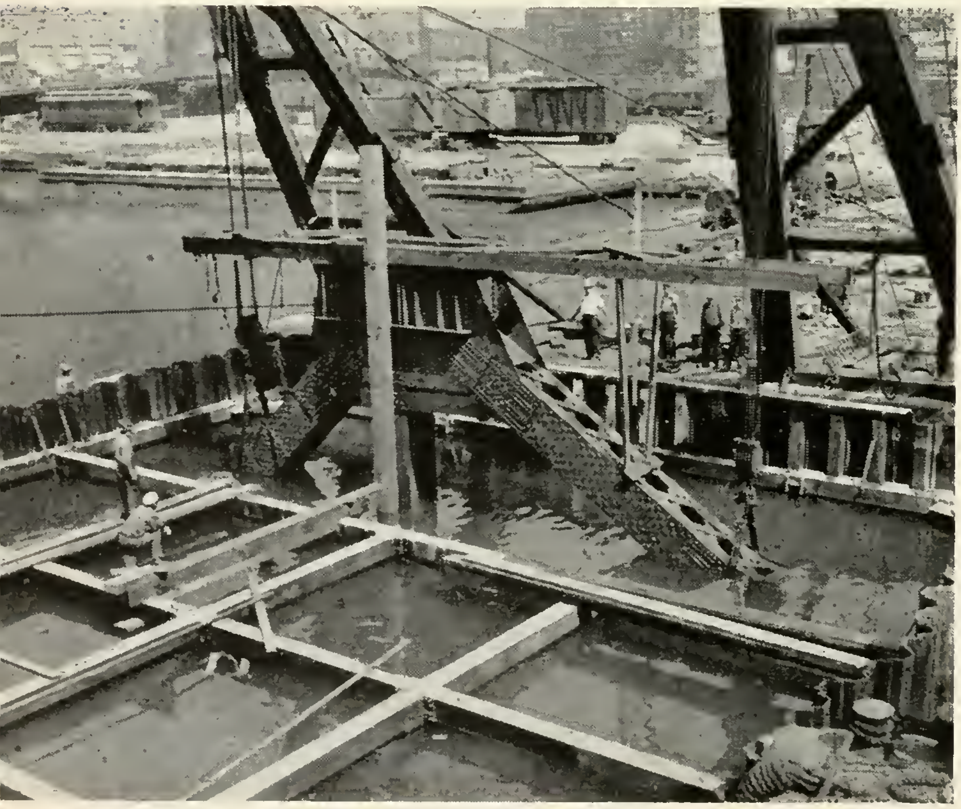
MAP
OF
CHICAGO'S
WATER SUPPLY
SYSTEM

SHOWING IMPROVEMENTS
IN
SOUTH DISTRICT
WITH
FILTRATION PLANT

1. The Operating Division, which manages the six lake intake cribs, the 65 miles of tunnels and twelve water supply pumping stations.
2. The Water Pipe Extension Division, which distributes the water from pumping station to consumer.
3. The Water Purification Division, which safeguards and improves the quality of the water.
4. The Water Works Design Division, which prepares plans, estimates and specifications for the supply and distribution system.
5. The Water Meter Division, responsible for the inspection, control, installation, repair and replacement of Chicago's 115,000 water meters.

In addition to these engineering divisions, there is the *Bureau of Water* of the Department of Public Works, which performs the important administrative task of sending out water bills and collecting from thousands of water users in and out of the city.

A more detailed picture of the work of these important bureaus and divisions, which produce and sell Chicago's water, is presented in word and picture on the pages which follow—together with facts which show how the Department of Public Works since 1933 has succeeded in providing more water and better water at lower cost to more than 4,000,000 consumers in the Chicago metropolitan area.



How steel supporting beams are lowered into the river as part of the job of building our new State Street bridge.

A cutter brings supplies through icy waters to a crib.

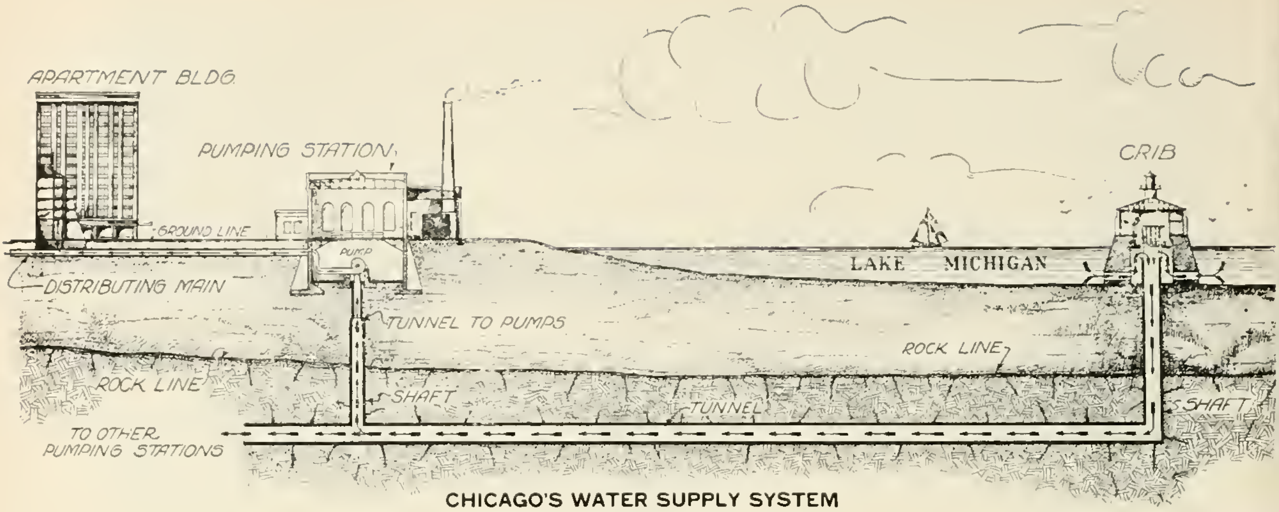
THE OPERATING DIVISION

of the Bureau of Engineering

Chicago's inexhaustible source of water is Lake Michigan, obtained by six cribs located from two to four miles out in the lake. They are operated by the Operating Division of the Bureau of Engineering. The cribs and their location are shown on the map on page 247.

The diagram on page 250 gives a simplified idea of how a crib operates. The water enters inlets at the bottom of the crib, after passing through filter screens which prevent the entry of fish or other objects. Water is chlorinated in the Edward F. Dunne crib. At the other five cribs the water is tunneled to pumping stations at strategic locations throughout the city, and chlorinated. From the pumping stations the water passes into distributing mains and is thus carried to the consumer.

As a means of further improving the quality of the water distributed to south side consumers a great filtration plant is now nearing completion on the south side, and the Greater Chicago Seven Year Plan



CHICAGO'S WATER SUPPLY SYSTEM
TYPICAL CROSS SECTION

provides for the construction of additional filtration plants to filter the water distributed to other areas of the city.

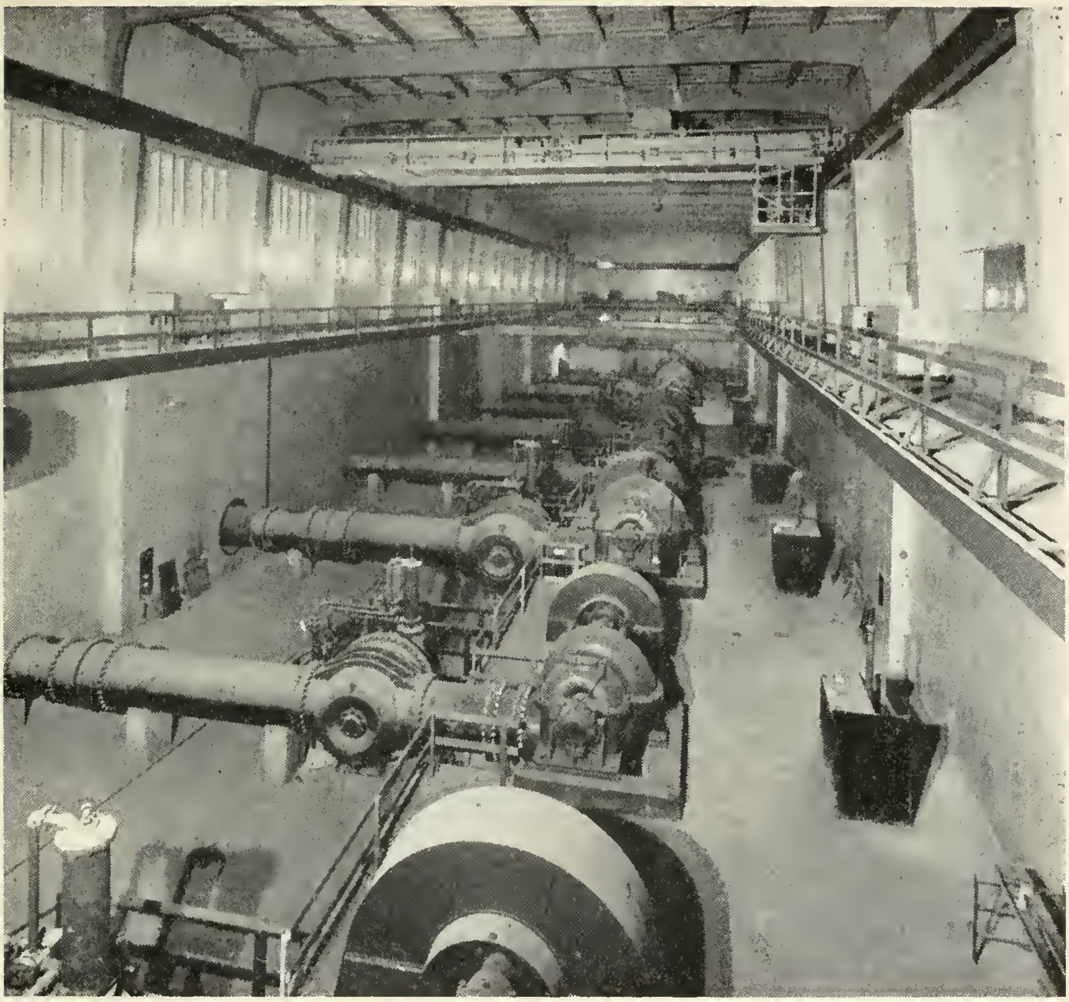
It is the responsibility of the Operating Division to operate the six cribs, the twelve pumping stations and the 65.5 miles of tunnels which carry the water from the cribs to the pumping stations. In addition, it also operates the Municipal Power Plant which delivers service to the Contagious Disease Hospital, the Cook County Jail and Criminal Courts Buildings, as well as other municipal users, at an average yearly revenue of $316,750.

The total yearly water pumped for domestic purposes in the fourteen years of 1933 through 1946 averaged 316,917 million gallons at an average total head of 124.2 feet. The average daily pumpage was 992 million gallons. The per capita daily pumpage was 265 gallons, but a maximum daily pumpage of *1,406 million gallons* of water was attained on July 29, 1941.

Such figures, huge as they are, are almost meaningless until compared with something else; but in this case, they are *incomparable.* For Chicago has more and larger intake cribs than any other city in the world. Chicago has more major pumping stations in its water supply system—*and pumps more water—than any other city in the world!*

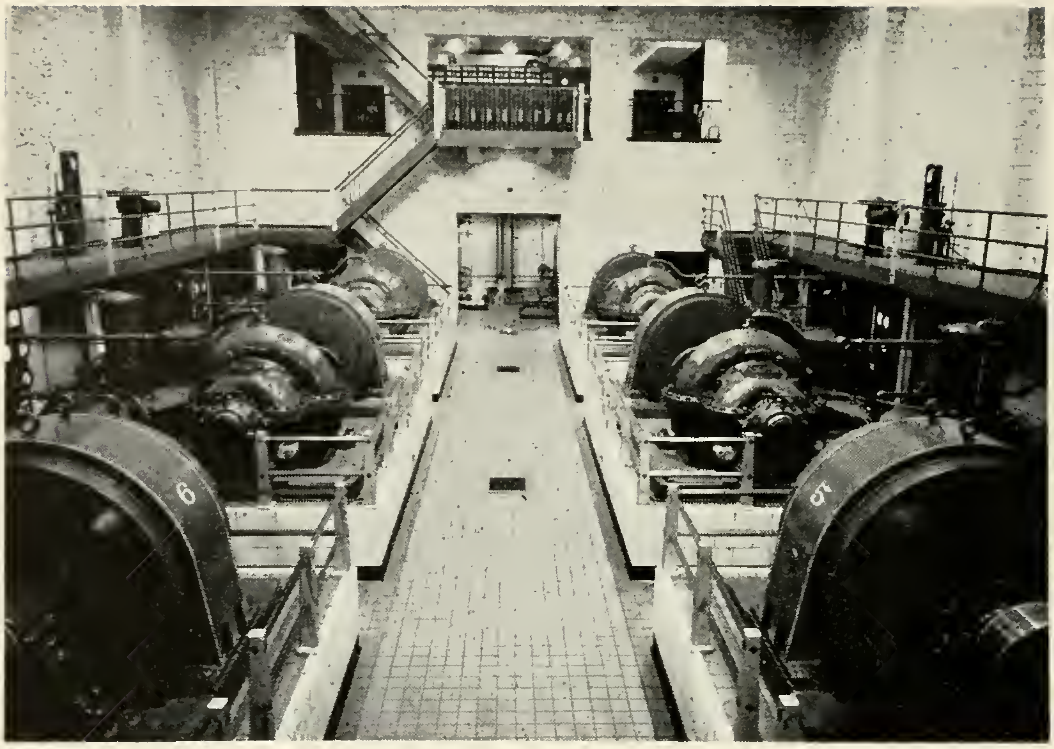
Pumping Station Efficiency

To maintain all of this pumping station equipment in a high state of efficiency is the responsibility of the Section of Pumping Station Efficiency. The work and methods used include time period testing, close observation of mechanical condition and recommendations for changes in operating procedures. This section has reported findings and results that form a basis for future design.



This is the type of modern pumping station needed to maintain the city's water pressure at a safe and convenient level.

The Carter H. Harrison (left) and William E. Dever Cribs.



An interior view of the Cermak pumping station.

One of the outstanding improvements in pumping station equipment during this period is the modernization of the boiler equipment. This has been completed in the Central Park Ave. Pumping Station and is approaching completion in the Roseland Station.

The modern type of boiler is now equipped with the vastly improved type of underfeed stoker which, in connection with an efficient combustion control, is practically automatic in action and saves a great deal of fuel.

WATER PIPE EXTENSION DIVISION

has the job of delivering the water to your faucet from the pumping station.

Bernard Cullen, superintendent of Water Pipe Extension.

The Water Pipe Extension Division takes the water from the pumping station and delivers it to you at your faucet—jealously safeguarding its purity every inch of the way and making certain that it is delivered in sufficient quantities and at ample pressures to assure a more than adequate measure of convenience and protection.

The Water Pipe Extension Division operates 3,900 miles of pipe, every foot of which must be constantly inspected and maintained at high standards of performance, dependability and security to health. The job that the division has done since 1933 is demonstrated in the *total elimination of water-caused epidemics* and in the fire protection water-availability which has been enjoyed. *Since 1933 Chicago has not had one fire in which the water supply proved inadequate.*

Increasing the Water Pressures

Although your water comes from an underground source, it rises in the pipes of the building and flows from your faucet—when you want it, and every time you want it—because it is maintained *under pressure.* This pressure is created at the pumping station and sustained as it flows through the city's water pipe system to your faucet. The experience of the Water Pipe Extension Division has shown that a minimum of 25 pounds of pressure is needed at the critical points or the limits of the water pipe system. Except under the most unusual circumstances, this is enough to assure a constant and dependable supply of water at all types of water outlets.

As a means of controlling this pressure, and making certain that the pressure is maintained at all times in all parts of the water system, the Extension Division has installed 62 recording water pressure gauges at critical points throughout the system. These critical points

This miniature exhibit at the plumbing testing laboratory is used to demonstrate how polluted water may back-flow into hospital building fixtures through water main in street from unsafe plumbing installations in factory building to the right.

are pumping stations, points at the limit of a pumping station area or near the city limits or on high ground. Recordings are obtained from these guages each day; they are compiled, graphed and studied daily by the City Engineer. His records show that *in the last fourteen-year period Chicago water users have had the benefit of greatly increased water pressures over the preceding fourteen-year period.* The pressures for normal weather from 1919 to 1932 inclusive averaged 27 pounds. For the years 1933 to 1946 inclusive, the average was 36 pounds.

In the 1919 to 1932 period the pressures varied from 10 to 45 pounds. From 1933 to 1946 the range has varied from 25 pounds to 50 pounds. A minimum of 25 pounds has been maintained quite consistently since 1940.

The largest single factor in bringing about the improvement in pressures, particularly during high hour pumping, for the past fourteen years, was an intensive program by the Water Pipe Extension Division *to reduce underground water leakage.* Contributing also, but to a lesser degree, was the house to house inspection resulting in the repair of faulty plumbing. This activity was begun in 1942.

WATER FOR OUR NEIGHBORS

TOWNS IN SANITARY DISTRICT SUPPLIED WITH CHICAGO WATER	ANNUAL AVERAGE DAILY CONSUMPTION IN 1,000 GALLONS PER DAY	ESTIMATED POPULATION 1945
Berwyn	3,687	49,400
Blue Island	2,671	18,100
*Midlothian		2,800
*Robbins		1,700
Burnham	97	900
Calumet City	1,336	15,200
Calumet Park	234	1,850
Cicero	10,880	69,600
Dolton	298	3,300
Elmwood Park	1,361	16,100
Evergreen Park	373	5,500
Forest Park	1,202	16,000
Harvey	4,310	19,100
*Dixmoor		1,100
*Hazelcrest		1,400
*Markham		1,500
*Phoenix		3,100
*Posen		1,500
*South Holland		1,200
Lincolnwood	790	1,100
Morton Grove	290	2,300
*Golf		175
Maywood	2,140	27,500
Melrose Park	1,684	13,200
Niles	206	2,400
Oak Park	5,585	70,000
Park Ridge	1,418	15,200
Riverdale	834	4,000
River Forest	1,005	10,100
River Grove	719	3,700
Skokie	94	8,800
Stickney	523	2,800
*Forest View		300
Summit	951	7,600
Schiller Park	342	900
WATER COMMISSIONS		
Brookfield	1,330	12,100
North Riverside		1,200
Broadview	1,516	2,200
Westchester		1,300
*Hines & Vaughn Hospitals		5,900
*LaGrange Park		3,900
TOTAL	**45,876**	**426,025**

**Indirectly supplied with Chicago water through re-sale.*

Underground Street Leakage Program

Prior to 1931 the Water Pipe Extension Division employed only four underground street leakage parties. No well planned program for the elimination of such leakage could be initiated with so small an engineering force. Primarily these leakage gangs were assigned to locate and stop underground leakage in advance of paving work. Between 1916 to 1932 about 33 million gallons per day leakage was stopped.

The division realized large quantities of water were still being pumped daily into the sewer system because of underground pipe leaks. Such leakage increased the cost of operation and maintenance of pumping stations; it greatly reduced the operating pressures throughout the city—and all without any revenue return. Action to cope with this problem was taken, and by 1934 twelve underground street leakage parties were organized with four parties each assigned to the North, Central and South Districts of the City of Chicago Water System.

During the period from 1934 to date this organization of underground leakage parties has been continuously engaged in locating underground leakage in the city water system. They have stopped more than 253 million gallons per day of such leakage while testing 2,900 of the 3,900 miles of city pipes. *Such leakage stopped by this activity is immediately available to supply new demands upon the city, which is revenue producing and without any additional cost.*

The daily amount of leakage stopped from 1933 to date is equivalent to one-fourth the average daily 1946 pumpage for the entire city. It is equal to the combined 1946 average daily pumpage of the Western Avenue and Mayfair Pumping Stations, two major pumping stations in the City of Chicago.

The stoppage of 253 million gallons per day (M.G.P.D.) leakage since 1933 has made possible the operation of the city water system at higher pressures, has resulted in increased revenue with a decrease in pumpage, and has made available large volumes of water for fire prevention.

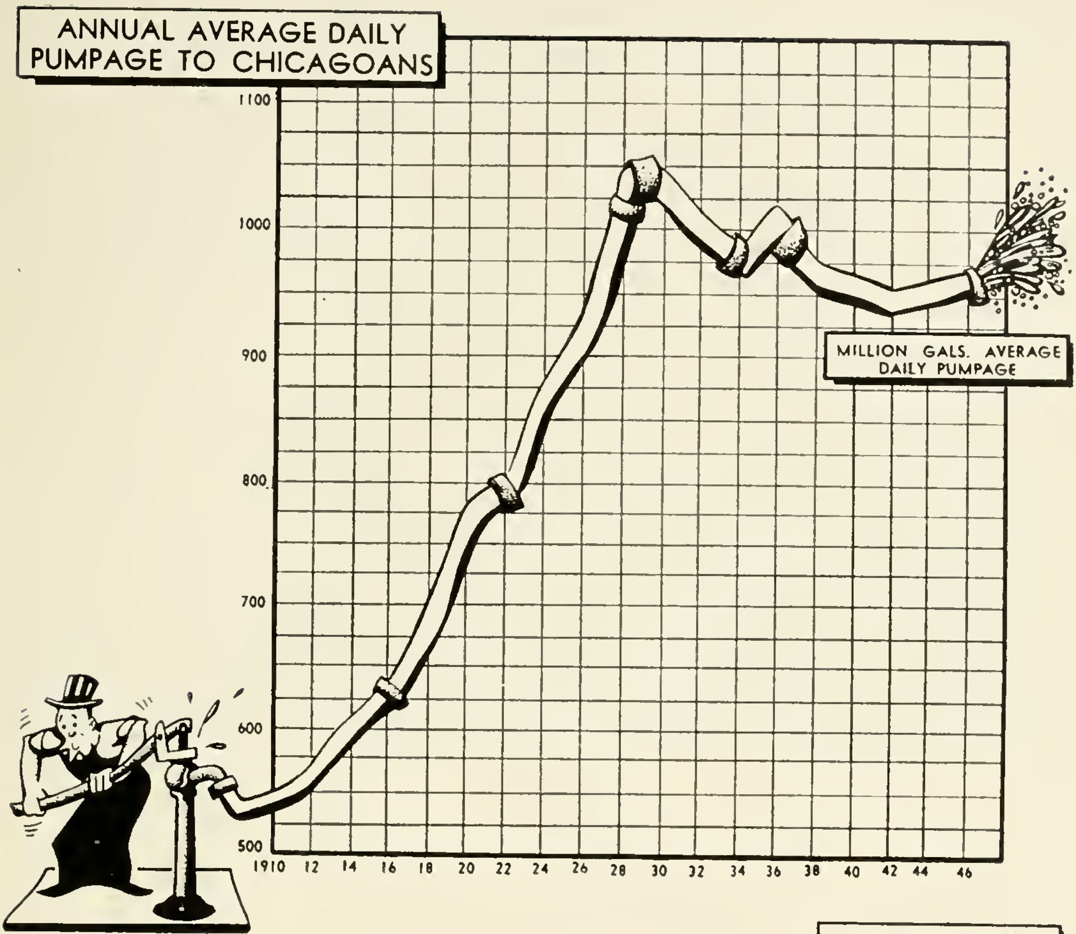
In 1944 the engineers of the central district of the City of Chicago began a re-test of sections of mains originally tested some twelve years previously. Of approximately 215 miles of pipe re-tested, the total leakage measured originally was approximately 37 M.G.P.D. while on re-test twelve years later the total leakage measured was approximately 21 M.G.P.D. This result indicates clearly the need for the uninterrupted continuation of an underground leakage program.

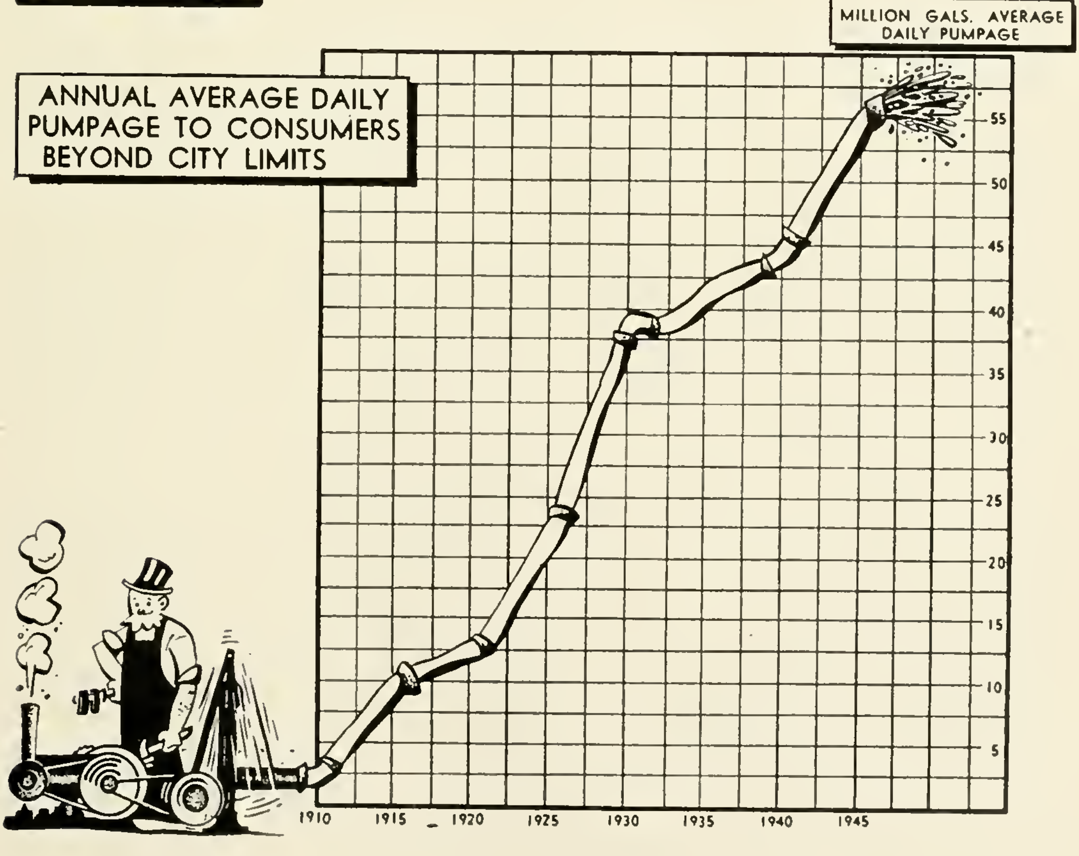
House to House Plumbing Inspection

In April, 1942 a house to house inspection program was started in the Mont Clare area to reduce the waste of water due to faulty plumbing fixtures inside buildings. This program was adopted purely as a war measure to make available water necessary for water industries. A report of June, 1945 indicates an estimated 37 M.G.P.D. waste water saved throughout the city. The house to house inspection program for the elimination of water waste through faulty plumbing fixtures continues in effect today.

Fire Protection Improvement

The water distribution system has been reinforced during the years 1933 to 1945, inclusive, by the addition of many miles of mains, valves


ANNUAL AVERAGE DAILY PUMPAGE TO CHICAGOANS
MILLION GALS. AVERAGE DAILY PUMPAGE
1100
1000
900
800
700
600
500
1910
12
14
16
18
20
22
24
26
28
30
32
34
36
38
40
42
44
46


MILLION GALS. AVERAGE DAILY PUMPAGE
ANNUAL AVERAGE DAILY PUMPAGE TO CONSUMERS BEYOND CITY LIMITS
55
50
45
40
35
30
25
20
15
10
5
1910
1915
1920
1925
1930
1935
1940
1945

and hydrants with those of larger capacity. It has also been aided by the stoppage of an enormous quantity of leakage.

As a result of these improvements the water distribution system now has a capacity to satisfactorily meet the demands for domestic, industrial, commercial and fire services at almost every location within the city. The hydrant pressures have increased from an average of 33 pounds in 1933 to an average of 38 pounds in 1945 (normal weather pressure) despite the decrease in pumpage and the increase in demand.

The general increase in fire engine supply, plus higher pressures available throughout the system during the period of 1933-1945, has been an important factor in the decision of the fire underwriters to grant several reductions in fire insurance rates on buildings and contents. It has also made possible the installation of approximately 2,500 private sprinklered fire protection systems. Such systems have resulted in savings of 15 to 80 per cent in the insurance premiums on these risks. It is conservatively estimated that the annual savings to the citizens of Chicago, resulting from these reductions in insurance rates, amounts to more than $1,000,000 annually.

Chicago Plumbing Testing Laboratory

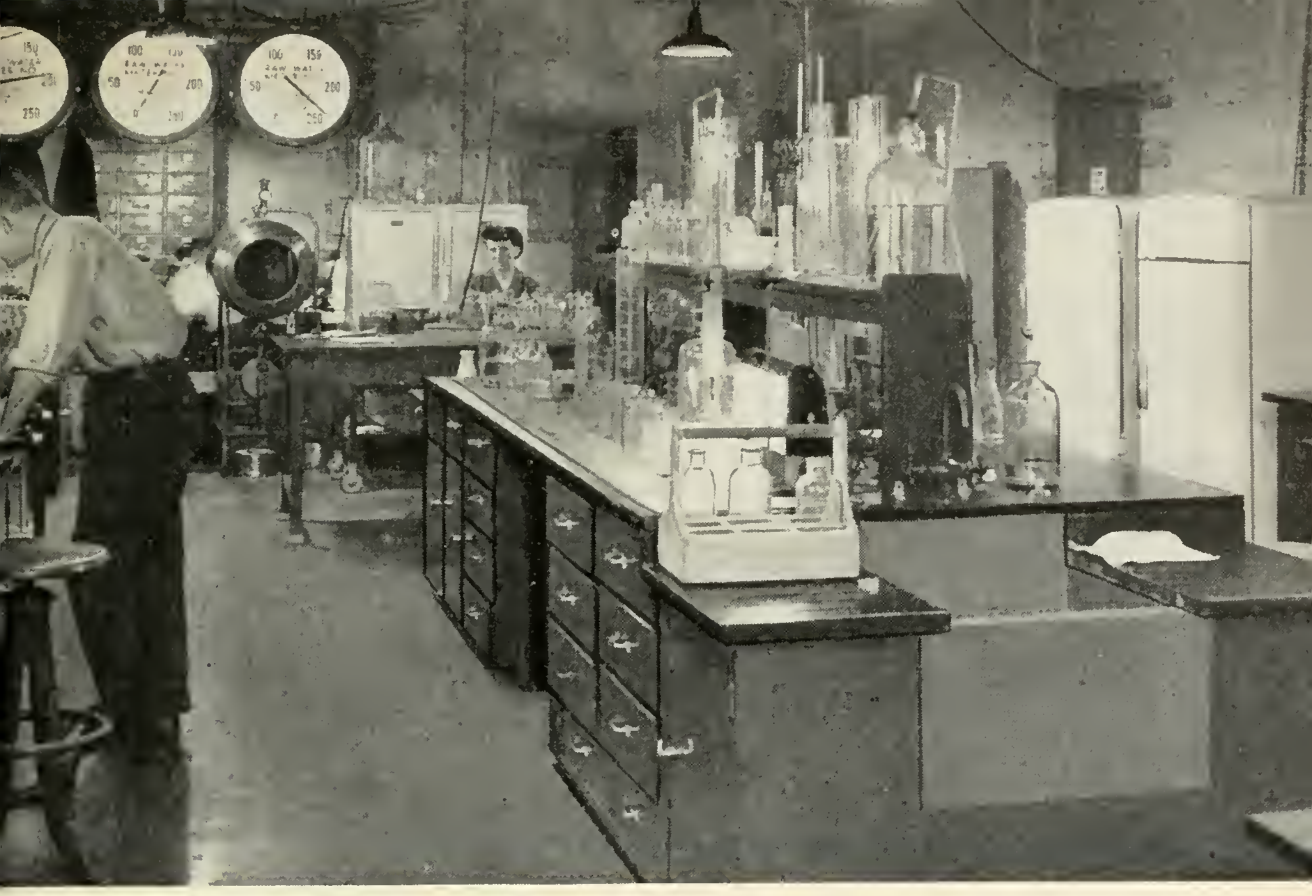
In 1939 the Chicago Plumbing Testing Laboratory was established at 765 Cabrini Street. The purpose of the laboratory is to educate not only the general public but also employees of the City of Chicago, as well as plumbers, master plumbers, manufacturers of plumbing equipment, sanitary engineers, and architects, concerning the inherent dangers of improper and cross-connected plumbing installations.

Lectures accompanied by demonstrations using transparent tubing and colored fluids make visible to the visiting public the actions of water under varying conditions in piping systems, with particular stress placed on the dangers of back-siphonage. To date approximately 10,000 people have attended the lectures and demonstrations.

Water Service to Consumers Outside Chicago

Under the terms of the Sanitary District Act, the City of Chicago is required, upon request, to furnish all towns in the Sanitary District, with a supply of water at the limits of the city—and at no greater price than it collects from Chicago consumers within its own limits.

To date Chicago supplies some 39 towns with water. Revenue from the sale of water to such towns for the year ending 1932 approximated $896,000, as compared with approximately $1,345,000 for the year ending 1945. The increase in revenue is due to the addition of other towns to the group supplied with Chicago water and also to the growth of the towns themselves.



The most modern scientific equipment is used in the laboratory of the new South District Filtration Plant.

PURE WATER

is the aim, and the achievement, of these scientists and technicians in the division of Water Purification.

A vitally important service, involving the highest degree of public responsibility, is carried out by the Water Purification Division of the Department of Public Works. This division is headed by a staff of scientists and engineers who concern themselves exclusively with the development of controls *to safeguard and improve the purity of Chicago's water.* The safety control research work which they carried on during the pre-war years has gained national recognition and it is being prosecuted with equal vigor and resourcefulness today. The ammonia chlorine work of the division, for example, was published by a national organization and distributed to every water works plant in the United States. A new process—utilizing silicate to increase filtration plant capacities—was hailed by the American Water Works Association as the greatest advance in water filtration practice in decades.

During the past fourteen years the Water Purification Division has collected more than a half million water samples from various parts of the water system, and analyzed them as part of the city's water safety control program. During the same period the division investigated over 2,600 water consumer complaints, and, in the process, collected 3,900 samples for testing.

A marked reduction in the typhoid fever death rate from over ten per year prior to 1938, to three or fewer per year during the last five years, was accompanied by a similar reduction in amebic dysentery deaths. These reductions reflect to a great degree the effectiveness of the division's safety control measures.

Research in Filtration

The staff of the Water Purification Division has conducted numerous investigations of filter plant materials, equipment and operational procedures at their experiment filtration plant. Their developments included new methods of treating water, and their studies on the use of activated carbon for taste and odor-removal are proving of great value to water works throughout the United States. Many features of the new South District Filtration Plant are based on the division's research work and will not only result in better and purer water but, over a period of years, will benefit Chicago's taxpayers through the saving of millions of dollars.

Extremely accurate gauges are used to control the treatment of the water we drink.

John R. Baylis, engineer of water purification.

Chicago's South District Filtration Plant, the world's largest, is ninety per cent complete. Although it is in partial operation, full use of the plant will not begin until the filters are placed in service. When the filtration plant is in full operation Chicago's water in the south water district will be equal in taste and clarity to that supplied any city in the United States.

Definite steps toward filtration were taken in 1938 when the first appropriation for initial construction was made by the City Council. The granting of funds by PWA to cover 45 per cent of the cost of constructing a portion of the plant resulted in work being started the latter part of 1938. The plant was 50 per cent completed when the United States entered World War II. This prevented the starting of new work on the plant for a period of nearly two years. In 1943 the War Production Board allowed work to be resumed on a limited scale in order that water could be passed through the plant with partial treatment. This is the part of the plant now in operation. None of the water is filtered at the present time.

Fourteen Years of Safety Control

Since 1933 the Division has:

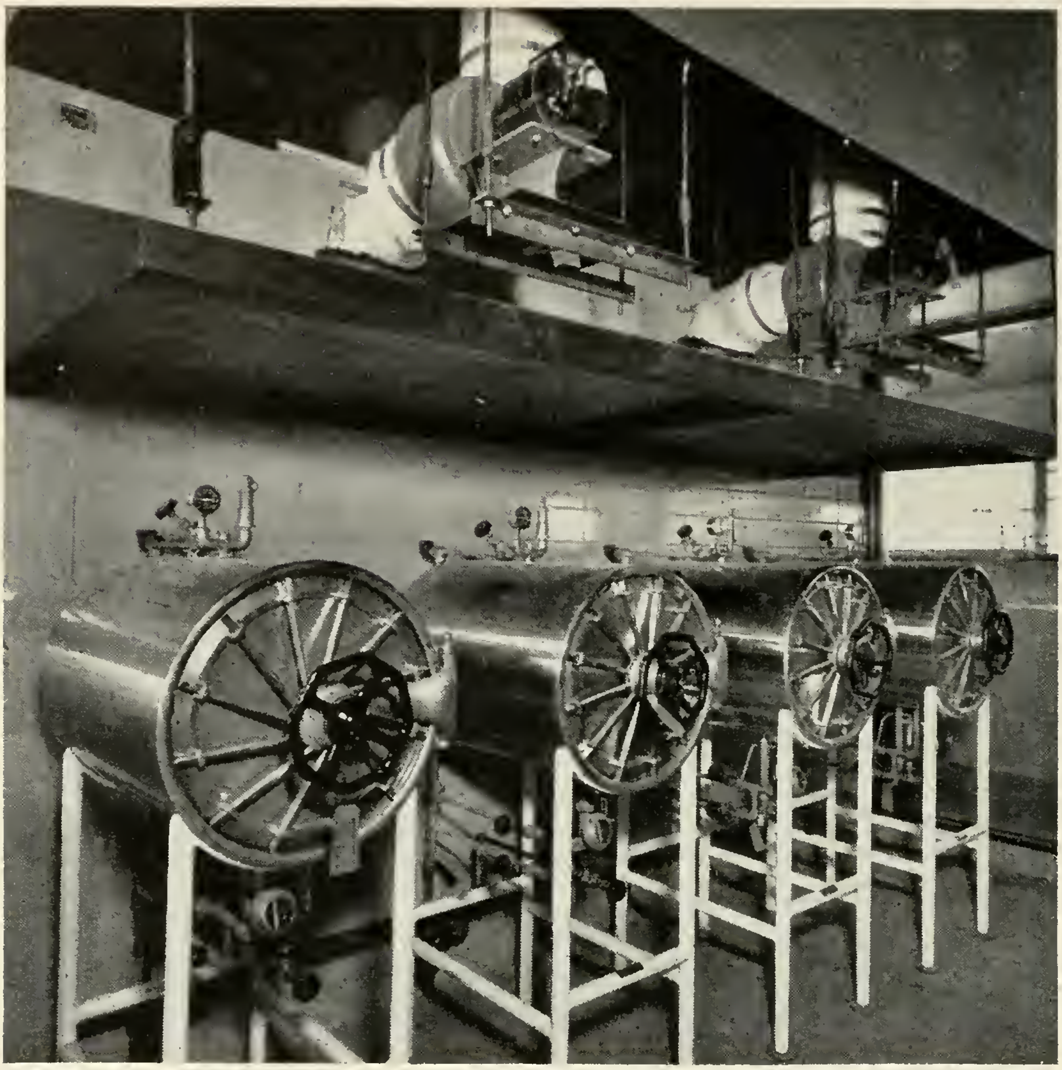
Conducted daily quality surveys within the Century of Progress grounds to insure the delivery of a safe water supply to World's Fair visitors.

Maintained chlorination control at a high efficiency as reflected by a quality of water *consistently better than required by the U. S. Public Health Service Standards.*

Installed residual chlorine automatic recording devices in several of the pumping stations. These devices are producing improved control of the chlorination of the water, making still more remote the possibility of inadequately chlorinated water passing the station.

Investigated and eliminated factors responsible for cross-connections with secondary water supplies, thereby preventing the spread of many illness outbreaks within local premises.

Recommended sanitary improvements for 42 adjacent villages and towns supplied with Chicago water as well as several major war



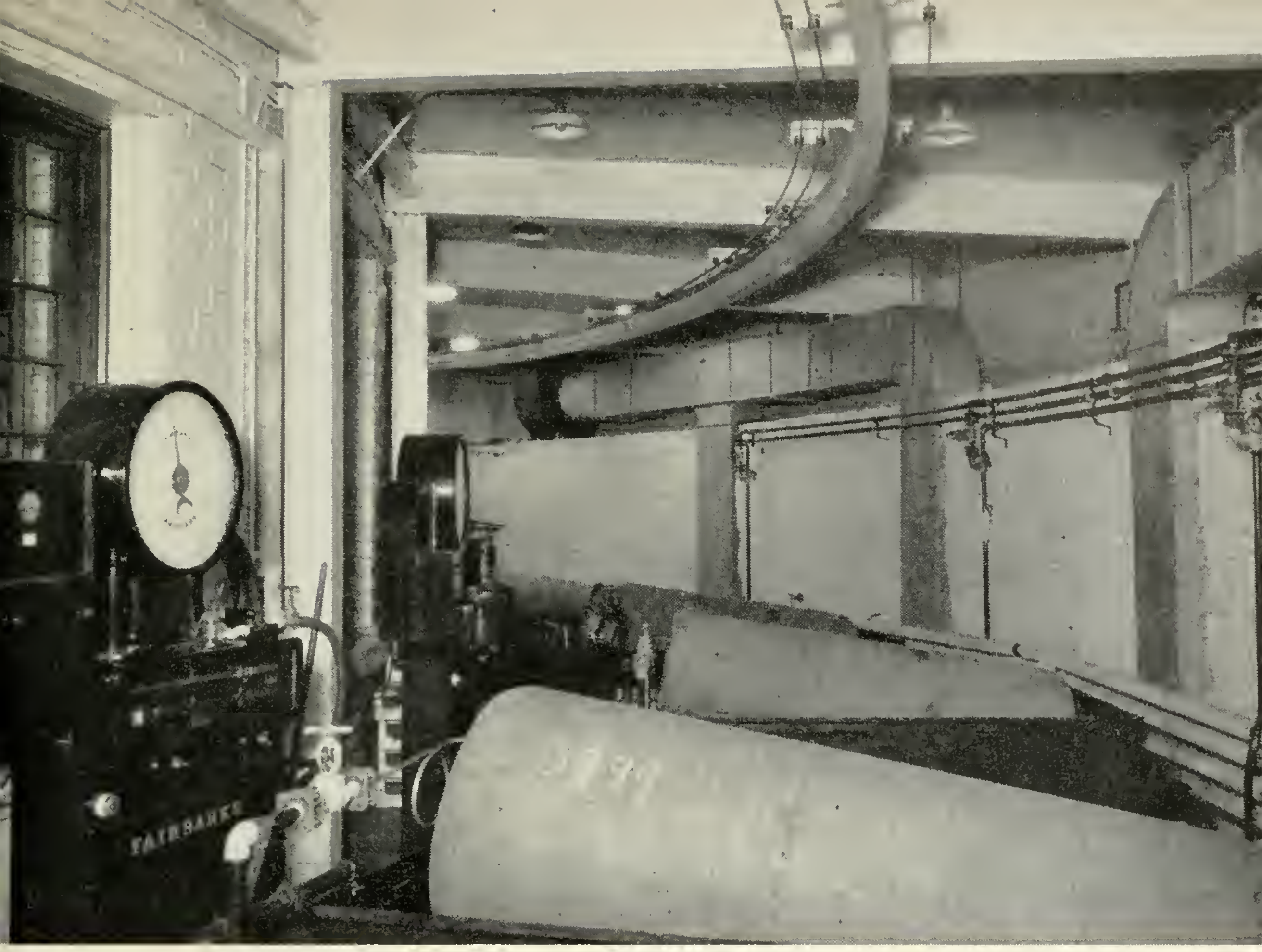
Sterilizers in the bacteriological laboratory of the new filtration plant.

plants, and maintained a check on the quality of water within their local systems.

Made sanitary surveys of all new and repaired water mains, 12-inch and larger (later extended to include all water mains), and arranged for their chlorination and bacterial sampling, as well as subsequent approval for services.

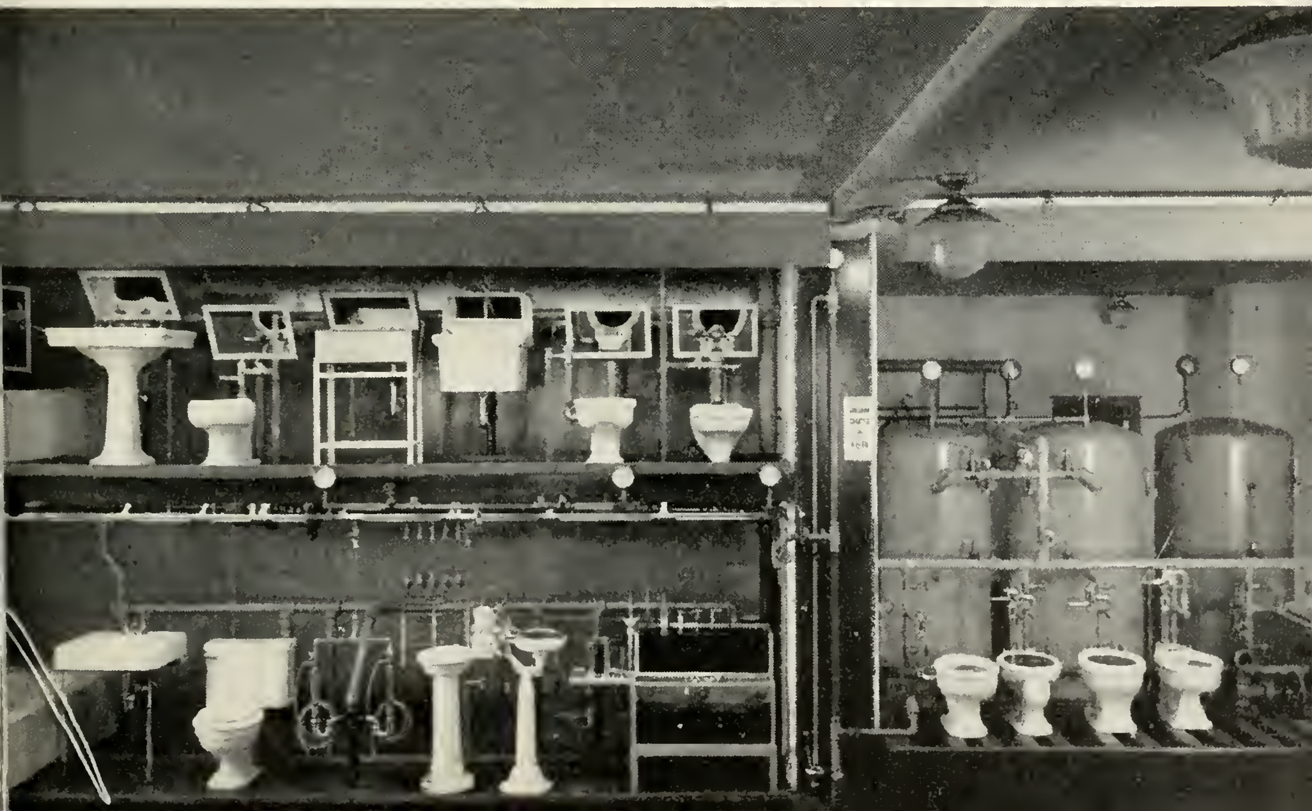
Instituted a system for controlling and treating waste material at the lake intake cribs. This included amebic dysentery and typhoid examinations of every one who stayed at a crib for more than one day, to detect carriers.

Provided inspection surveys for dredging and lake front improvements in conjunction with the Park District lake front improvement plan. This embraced direct supervision over all lake and land dumping, as well as river improvements.



The cylindrical object is a one-ton chlorine container in evaporator bath on scales in the Dunne Crib.

The plumbing testing laboratory maintains a number of educational exhibits to encourage safe plumbing practices in the city.



Aerial view of the South District Filtration Plant, taken in April, 1946.

WATER WORKS DESIGN

Here are the engineers who prepare the plans for a bigger and better water supply system for Chicago.

Another engineering organization in the Department of Public Works is the Division of Water Works Design, whose duties consist of the preparation of plans, estimates and specifications pertaining to Chicago's water supply system.

The engineering of the enormous and varied amount of work called for to maintain buildings and equipment in the best possible condition, and for additions and betterments, requires the services of a skilled staff of engineers with years of specialized experience in the many branches of engineering, such as hydraulic, mechanical, structural and electrical. It is the experience and judgment of these men that has made it possible to carry on studies of the most efficient and reliable materials and equipment, keeping abreast of the latest manufacturing developments.

Before any actual construction can be started on any rehabilitation, replacement or addition to the water supply system, plans must be prepared which will show, in detail, all phases of the work. Analysis must be made of the most reliable and efficient types of equipment; estimates must be prepared and specifications written.

The Water Works Design Division has contributed much to the betterment of water works engineering. It has pioneered the use of ribbed fittings for large, high pressure water lines and has developed the designs for individual fittings. It has also pioneered and been instrumental in the development of the application of large, cone-type automatic check valves, which now may be seen in use not only in Chicago's pumping stations, but in many other stations and industrial plants throughout the country.

Greatly improved methods have been developed in the last fourteen years in the installation of chlorine equipment, in the safeguarding of chlorine application to the water and in the handling of chlorine containers.

Major Accomplishments

Among the major accomplishments of this division from 1933 to 1946 are:

Central Park Avenue Pumping Station—plans and specifications were completed for a large boiler plant and for one 80 M.G.D. turbine driven centrifugal pump. Also a contract was awarded and plans are 20% complete for a second 80 M.G.D. unit.

Springfield Avenue Pumping Station—plans and specifications were completed for two 80 M.G.D. pumping units and plans for a new boiler plant are 50% complete.

Roseland Pumping Station—design plans were completed for a new boiler plant and a new 75 M.G.D. steam turbine driven pumping unit. A second 75 M.G.D. pumping unit is under contract and plans for this are 20% complete.

68th Street Pumping Station—design plans and specifications are completed for the rehabilitation of the entire electrical equipment and for one new 50 M.G.D. motor driven pump. One additional 50 M.G.D. pump is under contract and plans for this are 25% complete.

Plans were prepared for the *Cermak Pumping Station,* which has a capacity of 300 M.G. per day.

During the past fourteen years new pumping equipment was installed amounting to 665 million gallons per day with additional equipment under contract amounting to 205 million gallons per day.

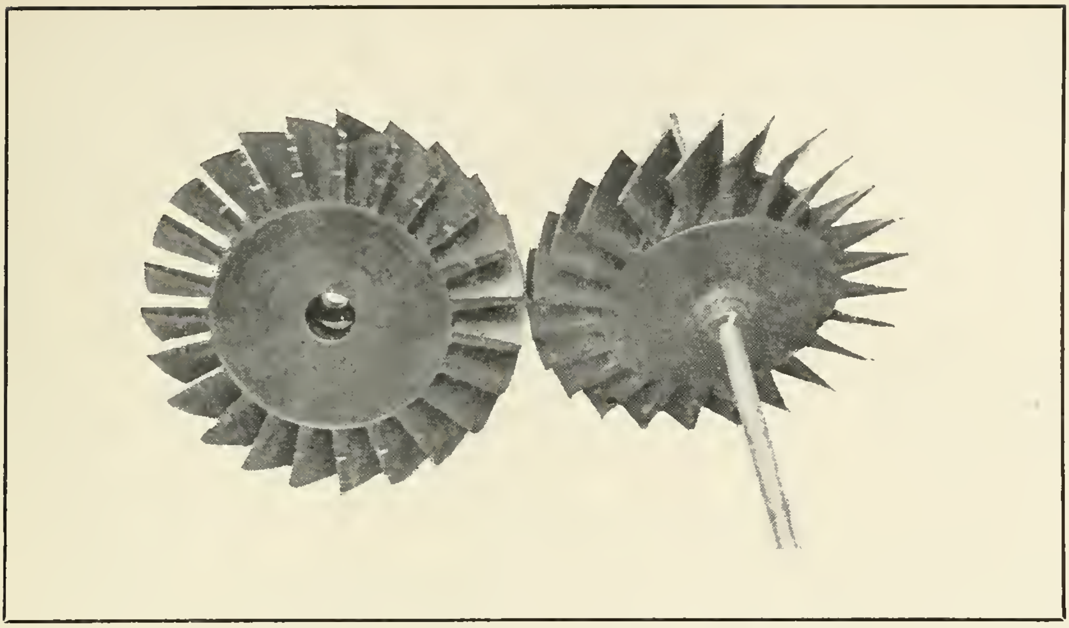
Two new boiler plants were constructed having a total boiler capacity of 4900 H.P., and one new pumping station was built.

Chlorination Progress

The past few years have seen great improvements in chlorination facilities at the various pumping stations. The division has designed four complete chlorination plants and a number of additions to other plants, having a capacity to treat 500 million gallons of water per day. One of these plants is located at the Edward F. Dunne crib and represents the first installation located at a lake intake, all other chlorination being done at the pumping stations. Nowhere is chlorination applied on so large a scale, or at so many points of application, as in Chicago. This has necessitated a great amount of original design work in order to furnish completely successful installations. Methods developed here have been used in many plants throughout the country.

Early in the war, the division of Water Works Design constructed this and other models for Civilian Defense training to show what *could* happen in event of enemy air attack on Chicago.

PUMPING STATION



A new piston wheel for a meter costs $96.00.
The meter division repairs old ones for only $13.97.

115,672 WATER METERS

are the business of this engineering division.

The Department of Public Works owns and operates 115,672 water meters ranging in size from five-eighths of an inch to twelve inches. These meters *must* work at all times, and they must be *accurate,* because readings taken from the meters are the basis for millions of dollars worth of water charges. Other meters are employed for highly important control or protective purposes at cribs, pumping stations and elsewhere.

The colossal task of maintaining these tens of thousands of meters in good working condition is the responsibility of the Water Meter Division of the Department of Public Works. The division repairs and replaces water meters in the field and in its own shop. It also inspects and controls all meters installed by master plumbers. Leaks in meters or meter connections are repaired and the division promptly investigates all complaints in which the operation or accuracy of water meters is involved.

From 1933 to 1946, the meters of the Chicago water works system measured 292,235,980,000 cubic feet of water—an annual average of 20,873,998,000 cubic feet as against a total of 151,204,066,000 cubic feet, an average of 15,120,406,000 cubic feet for the years 1923 to 1932. This is an increase of 38 per cent during the past fourteen years.

To handle the shop and field work required for the installation and repair of meters to measure this vast amount of water, the Water Meter Division has performed 1,133,336 jobs, an average of 80,953 jobs per year from 1933 to 1946. This is an increase of 17.2 per cent over the preceding ten-year period, 1923 to 1932, when 690,992 were done, an average of 69,099 per year.

Control of New Installations

When master plumbers install meters, examinations are made in advance to determine the correct size and type of meter to be furnished, the proper location and its conformity to all city requirements. After the meter has been installed, the job is inspected for correctness and a report of the location and control is made for the records of the Water Meter Division, a copy being sent to the Bureau of Water.

Salvaging a Fortune in Meters

In the shop, all meters which are brought in for repairs are taken apart, cleaned and inspected, after which necessary repairs are made to restore them to new condition. They are then tested and put into stock until needed for replacement in the field.

Experience of the division has shown that in many instances it is possible to rehabilitate worn out meter parts in the shop at a cost which is considerably lower than the price of new parts. These repair parts are equal to, and sometimes better, than new parts purchased from manufacturers or others. Worn out meter parts are rehabilitated in the division shop whenever such work will show a saving—an activity which few water meter shops perform. In most shops, worn out meter parts are junked and replaced by new ones.

During the years 1933 to 1946, 268,958 meter parts were rehabilitated—an average of 19,211 per year. From 1923 to 1932, only half as many parts were saved. This operation saved the City of Chicago an estimated $537,189.87, an average of $38,370.71 per year, or 54.6 per cent of what would have been paid for new meter parts.

Quieting Noisy Meters

During the past two years, the division has developed a method of quieting noisy meters. This device has enabled the division to completely eliminate disturbing noises in water meters, reducing complaints and saving substantial amounts of money. To date, over 100 of these corrected meters have been installed, and all have been completely successful.

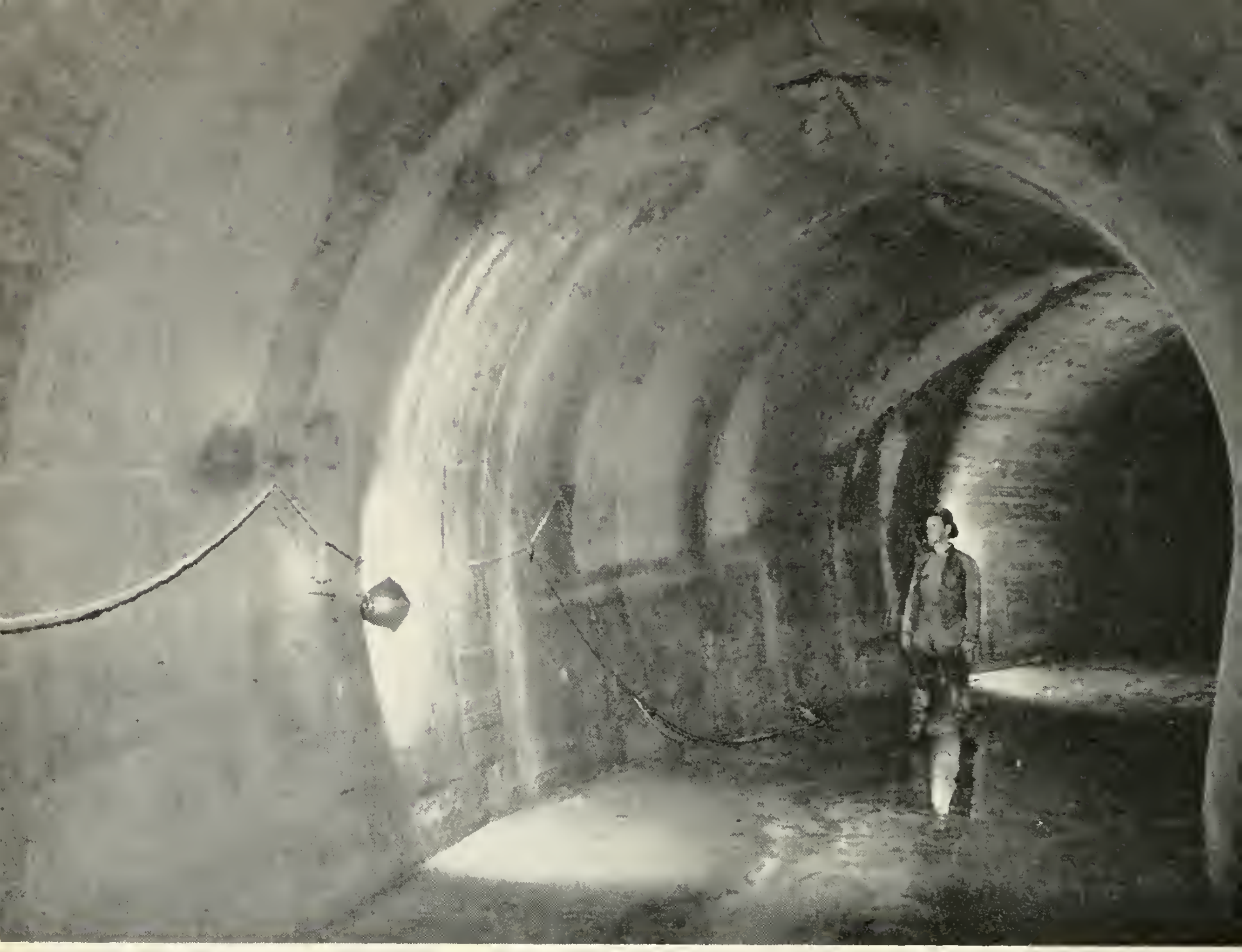
Building the South District Filtration Plant is a $24,000,000 job.

Build a tunnel? Erect an airplane hangar? Move a building? You name it. These men do it in

THE CONSTRUCTION DIVISION

When there is a construction job to be done—the building or repair of a bridge, the blasting of a tunnel, or the erection of an airplane hangar—the job is either done or supervised by the Construction Division of the Bureau of Engineering. With its own force of experienced mechanics and laborers, the division is capable of performing almost any type of construction job; but when it becomes desirable to have a project handled by an outside contractor, the division's engineers oversee the work and make sure that it conforms to the city's specifications and standards.

The Construction Division with its own forces makes major alterations to the city's pumping stations, tunnels and intake cribs. It furnishes foremen, mechanics, tools and special equipment for repair or maintenance projects carried out by engineers of the Division of



Tunnel connection from filtration plant to southwest land tunnel.

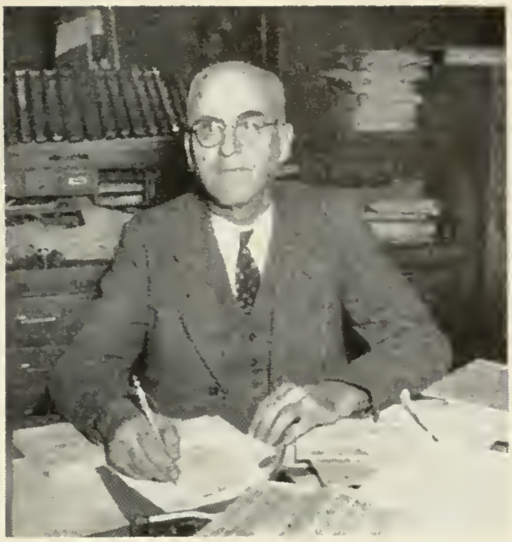
Bridges and Viaducts. At the present time, the Construction Division is supervising the final stages of the construction of Chicago's great South District filtration plant.

In the years of 1933 to 1946 inclusive, the amazingly resourceful engineers, mechanics and laborers of the Construction Division have saved countless millions of dollars for the tax payers of Chicago, performing their tasks under the supervision of John S. Dean, Engineer of Waterworks Construction. Among the accomplishments of the division in the fourteen-year period just ended are the following major construction projects:

Tunneling Five Miles Through Rock

Work on the Chicago Avenue lake and land tunnel was accelerated in 1933 so that the task was completed, and the tunnel and crib placed in service, early in 1936. The completion of this tunnel to the Central Park Avenue and Springfield Avenue pumping stations ended a serious water shortage in Chicago's West Side, as well as in the western suburbs.

The magnitude of the project can be appreciated when it is realized that the total length of the tunnel—every inch of which was in solid rock—amounted to more than 50,000 feet, or nearly 10 miles!



John Dean, superintendent of Construction.

Cermak Pumping Station

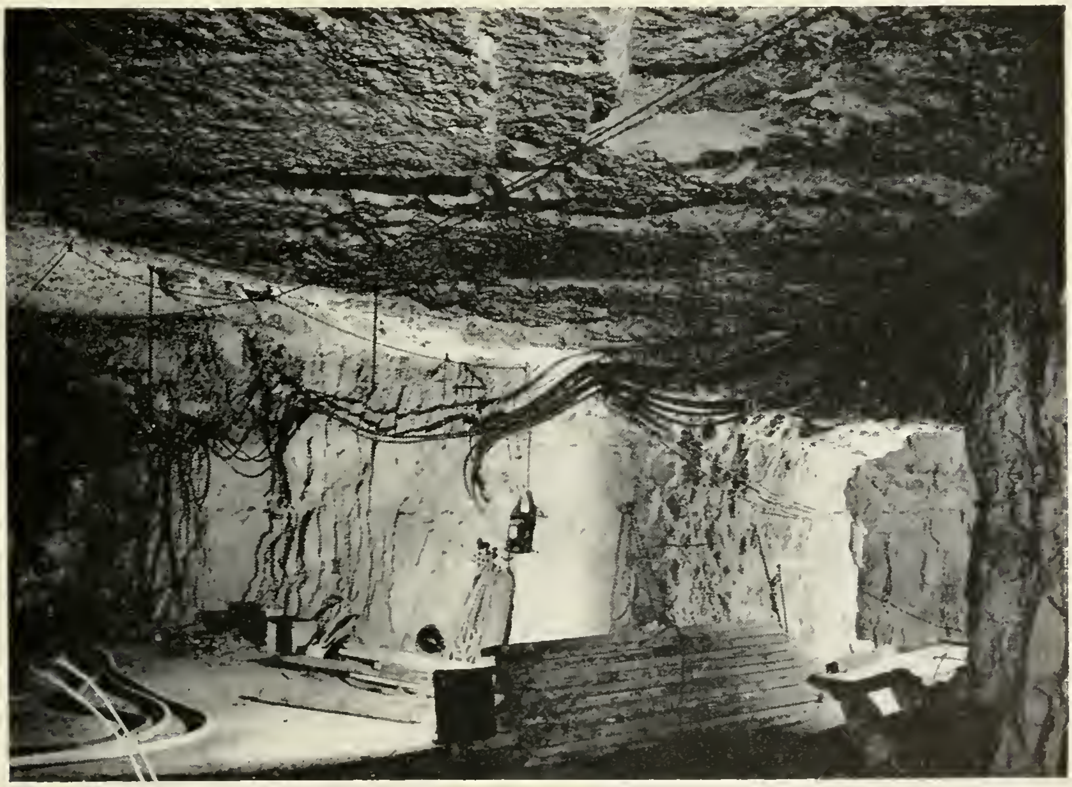
In 1933 plans were made, government loan was obtained, and excavation started for a 300 million gallons per day pumping station to relieve the water shortage in the central and loop districts. Work on this station was completed to a point which permitted its operation in 1935.

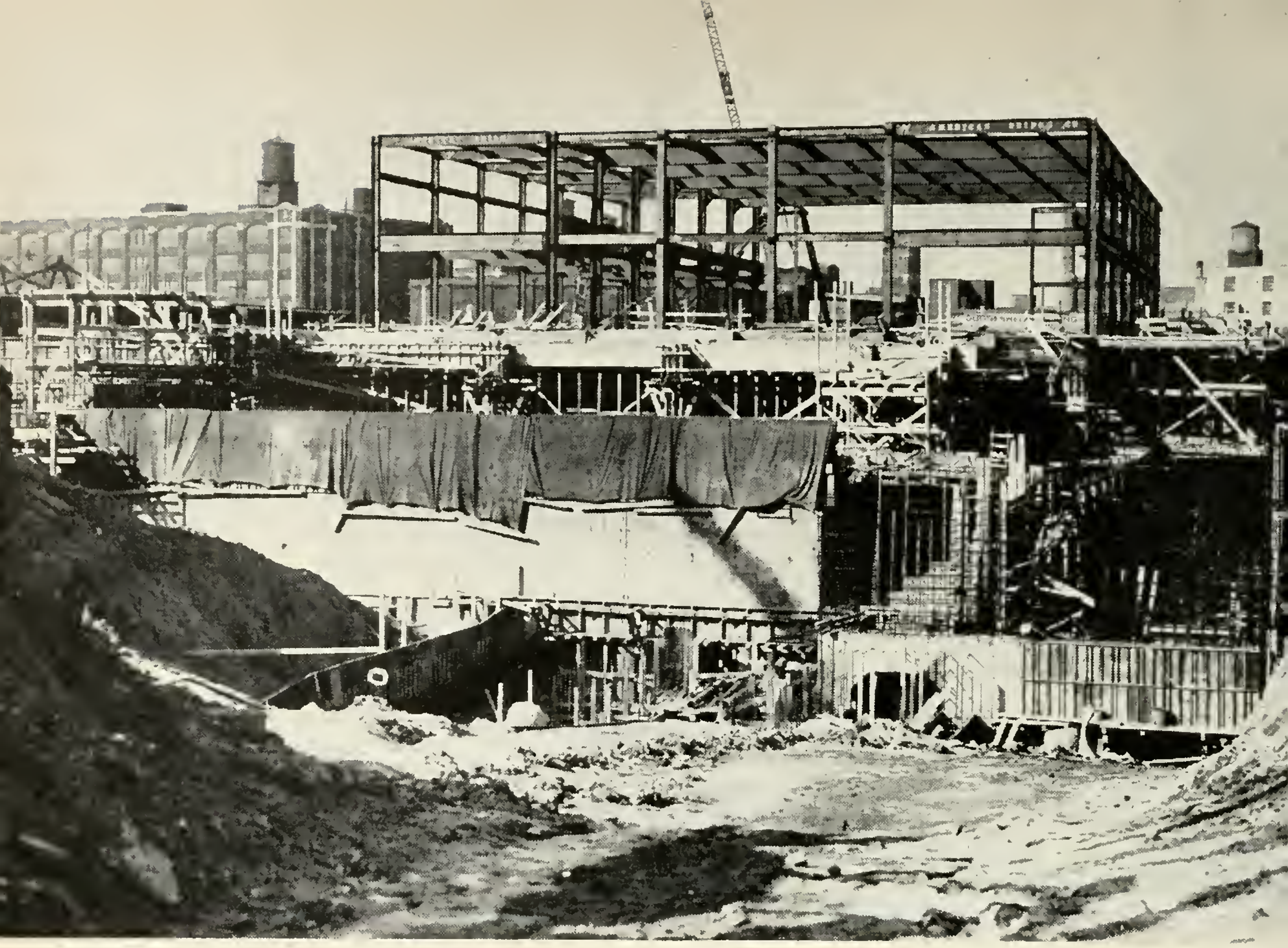
Dunne Crib Treatment Plan

Previous to 1933 the south side citizens were disturbed by disagreeable phenol tastes and smells in the city water, and this was accentuated by the large dosages of chlorine that had to be applied at the pumping stations.

In 1933 plans were made and work started on the installation of an ammonia-chlorination plant at the Dunne Crib. By this method the chlorine action on the water takes effect *before* the water reaches the pumping stations. The treatment has resulted in a more palatable

Compressor room of the 85th Street shaft.





A pumping station calls for a huge job of excavating as part of its construction. The pumping station at Pershing and Racine, as it appeared in February, 1939.

and safer water supply, pending the completion of the South District Filtration Plant.

Federally Assisted Projects

The Construction Division cooperated with the Federal Civil Works Administration and its successors in the starting and supervision of projects to place as many of the unemployed as possible on work of value to the city. These projects included the long-deferred and much needed paving of coal storage yards at five coal burning pumping stations, the construction of a storage building (100 ft. x 200 feet) for protection of the city's construction equipment, the painting of pumping stations, the building of three large steel scows to carry on the city's marine construction and major repairs to city owned buildings.

"Home Made" Scows

Certain Construction Division projects, some of which have already been briefly mentioned, are deserving of special attention.

One such project was the construction of three steel scows for use by the Public Works Department in the water transportation of equipment and materials. This was carried out during the depression as a project under the Civil Works Administration to give work to mechanics, other than common labor, and to provide useful equipment for the city.

The accompanying picture of one of these scows gives some conception of their enormous proportions. The largest scow was 42 feet wide, 120 feet long and 9 feet in height. The others were equally as long, but narrower and shallower. They were successfully constructed by the division, with the aid of WPA labor, in spite of the fact that the Construction Division does not own or operate shipyards, nor possess any kind of shipbuilding equipment. The scows were built on platforms which, in turn, were supported on piles, driven in a slip alongside the city's shop. The scows were launched by cutting the supporting piles by dynamite—an unorthodox but thoroughly successful launching technique.

Another task performed by these "do anything" constructors was the erection of the tremendous aircraft hangar at the Douglas Airport. This 43-foot high hangar was 148 by 162 feet in size and presented unusual construction problems in connection with grading the site and erecting the steel trusses which supported the building. This hangar has since been purchased for the city at a great saving from the War Assets Administration.

One of three huge scows built by the construction division of the Department of Public Works.

DEPARTMENT OF PUBLIC WORKS

Salvaging Steel and Lumber

As most of us know only too well, there was a great scarcity of structural steel and lumber during the war. Yet it was necessary for the Construction Division to continue with emergency repairs for pumping stations and bridges.

A great deal of structural steel had been salvaged from the remodeling and replacement of pumping stations and other public structures. More steel had been obtained from the demolishing of public buildings, as part of another WPA project which the division handled. These precious construction materials were saved by the Construction Division so that the division had a salvage stockpile of its own. From this it could draw the necessary materials to maintain the city's pumping stations and bridges during the war. The steel was fabricated in the city's own structural shop at 31st Street and Sacramento Avenue.

86,000 Feet of Tunnels

A summary of the tunnel construction is an essential part of the story of the Construction Division. From 1933 to 1945, inclusive, the city constructed 86,862 feet of concrete-lined tunnel which had been blasted out of solid rock. These tunnels varied from ten to sixteen feet in diameter, and all but about 10,000 feet were constructed by City-employed day labor.

Waterproofing the filter bed wall of the South District Filtration Plant.

In this impressive aerial view of downtown Chicago, the immense importance of bridges to the commercial life of the city is apparent.

THE DIVISION OF

BRIDGES AND VIADUCTS

are the constructors of the many bridges which unify our city.

As with so many of our modern necessities, we Chicagoans have a habit of taking our bridges for granted. Yet, life would be very difficult indeed—in this lake and river town of ours—without our scores of city-owned bridges and viaducts. As a matter of fact, without them Chicago wouldn't be Chicago. At best it would be nothing more than an aggregation of small, isolated communities.

Our bridges and viaducts carry us swiftly over or beneath barriers made by nature and man, welding our many communities into a single great city . . . *an inland seaport and the central jewel of a vast empire of navigable waterways.* Chicago's 60 movable bridges,

CHICAGO
EDWARD J. KELLY, Mayor
PROGRESS OF BRIDGE CONSTRUCTION
SWING BRIDGE

W. W. De Berard, city engineer, left, discusses the operation of a scale model swing bridge with Stephen Michuda, engineer of bridges.

24 fixed bridges and 18 viaducts—constructed and maintained by the Division of Bridges and Viaducts—permits the use of its rivers by vessels of great size and capacity and link the Great Lakes with the Gulf of Mexico. Ultimately it is hoped that additional waterways will link Chicago with the Atlantic.

The composite advantages of this system, in its local and national function have more than offset some of its disadvantages, such as occasional delays to street traffic when vessels must have the right of way. Oh, yes, when the gates come down and the bridges go up, dozens of impatient drivers get that "everything happens to me" feeling. But, in reality, such traffic delays are but a fraction of the time delay resulting from stops for ordinary traffic signals. The speed and efficient operation of Chicago's huge bascule bridges has reduced interruptions to a minimum. And even these interruptions are being greatly reduced in number by the construction of new bridges or the reconstruction of old bridges at higher levels which permit the passage of larger vessels beneath their arching spans.

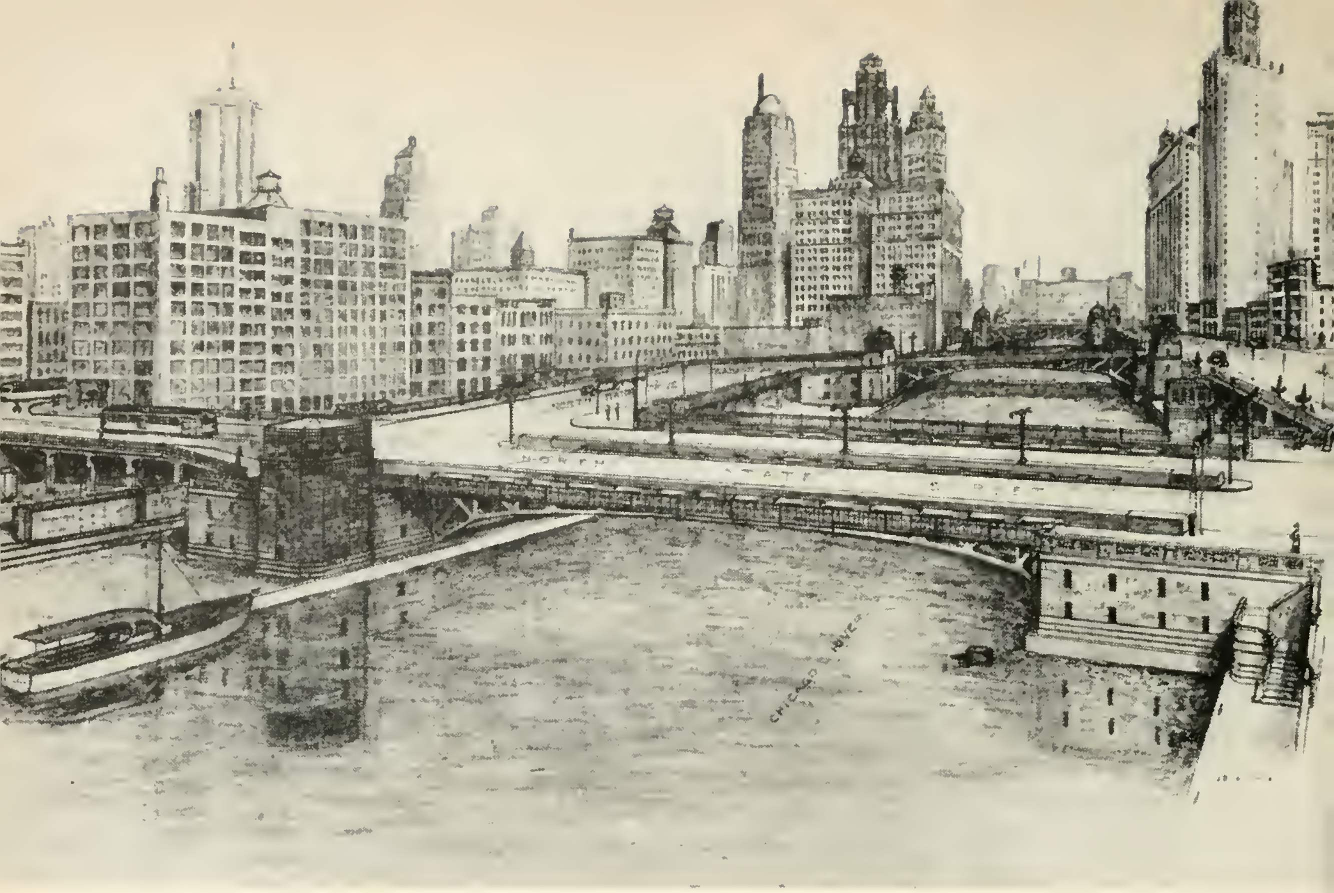
From either the viewpoint of the citizen or the bridge engineer, 1946 was a poor year for construction because of the great scarcity of materials; but in the thirteen years from 1933 to 1945 great accomplishments were achieved by the division. Greater still are the projects and promised benefits for the next ten years to come.

1933 to 1945

In the twelve-year period from 1933 to 1945 the bureau built eleven new bridges. It also carried out a series of twelve major reconstruction

This is the old Canal Street bridge which is now being replaced.

South Western Avenue bridge at 31st Street, fully opened.



How the new State Street bridge will appear when completed.

projects on bridges—which increased their allotted "life span" of forty years to a total of sixty years. This work, accomplished in accordance with plans and designs by the City Engineer, was carried out at a total cost of approximately $1,500,000 *at an estimated saving to the taxpayers of $4,000,000.* These projects increased the safety of our bridges, adding numerous new traffic lanes and breaking bottlenecks. It increased the height of certain bridge structures, greatly reducing the necessary number of openings per year and it also resulted in many new advantages for the facilitation of water traffic. *All of this construction and reconstruction was accomplished without the issuance of bonds or the levying of special assessments.* New bridges and viaducts were financed from motor fuel tax funds and a substantial part of the cost of *maintaining* bridges and viaducts was also financed from motor fuel tax funds.

Aiding the War Effort

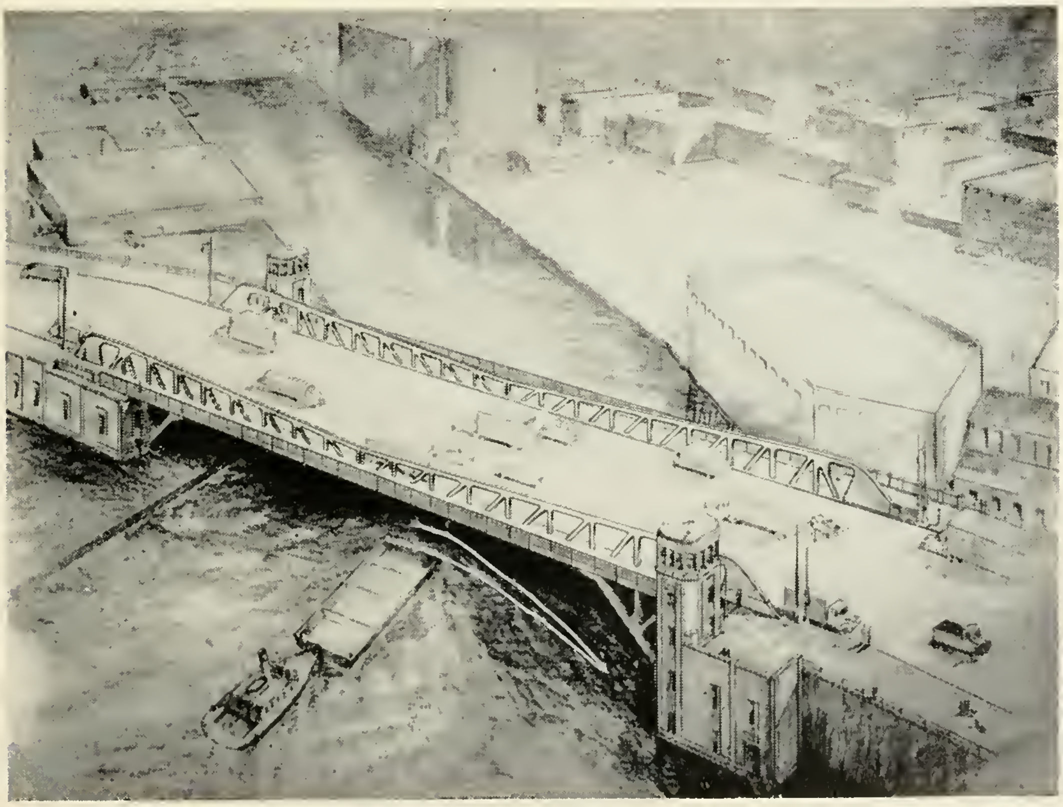
The advent of war stopped new bridge construction and prevented completion of the State Street and Canal Street bridge projects. Material and manpower shortages made maintenance of existing structures a difficult task. But engineers and men of the Bureau of Bridges and Viaducts carried on with great resourcefulness, maintaining these essential links in the city's system of war production traffic arteries. In addition, they rehabilitated six bridges over the drainage canal which had been inoperative for about fifteen years to permit passage of Navy vessels en route to the Gulf of Mexico.

Making Way for the Navy

A notable achievement in this connection was the conversion of a 10-lane fixed bridge on south Western Avenue into a lift bridge.

As a fixed bridge, its 21-foot vertical clearance over the sanitary and ship canal was inadequate to permit passage of newly-built war vessels from Great Lakes shipyards to the Gulf of Mexico. Some vessels *had* been taken through by omitting their superstructures and lowering the canal four feet, but this method had serious drawbacks. In July, 1942, the city entered into a contract with the Navy department for the alteration to be done by the city. The first shipment of steel for the towers arrived at the site on January 22nd. During the next ten weeks—in one of Chicago's coldest winters—the basic job of conversion was done. Trial tests were made on April 4th and on the following day naval vessels passed through the open draw of the reconverted bridge! One of the great aspects of this achievement is the fact that traffic on the ten lanes provided by the 140-foot deck of the crossing—including two street car tracks, and two sidewalks—was not seriously interrupted during the remodeling.

The South Canal Street bridge, as it will appear upon completion.



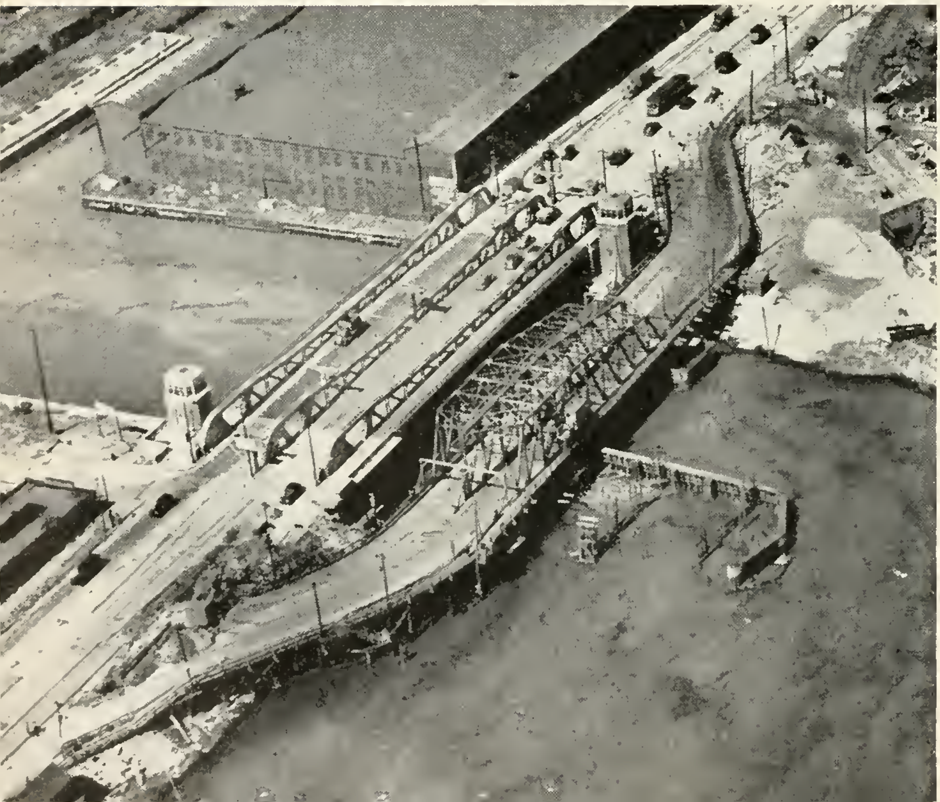
The Need for New Bridges

In spite of the very great accomplishments of the Bureau of Bridges and Viaducts since 1933, there is a definite limit to the amount of reconstruction or rehabilitation which can be carried out in a system that includes many structures forty or more years old. Many of these bridges were not designed for the heavy traffic capacities of an automotive age, and their present-day use results in excessively heavy annual maintenance and repair charges.

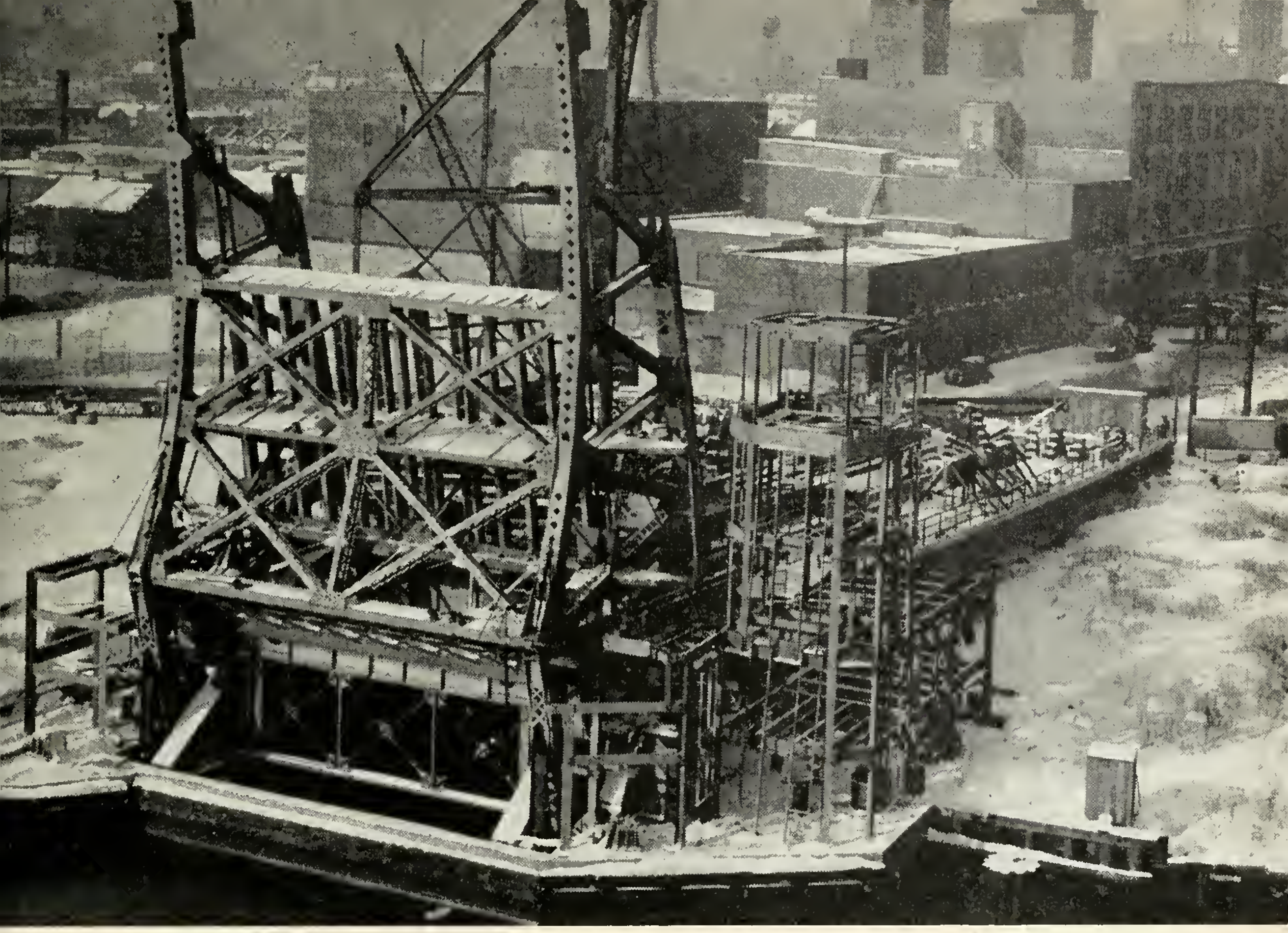
Among these old timers, certain narrow bridges constitute traffic bottlenecks on major thoroughfares; in fact their widths are barely sufficient for street cars alone. The replacement of these obsolete structures cannot safely or economically be delayed for any appreciable length of time.

In addition, there are many obsolete viaducts in all sections of the city which must be modernized to meet present and future traffic needs. They, too, are creating serious bottlenecks and traffic hazards.

The Greater Chicago public works program provides for a series of urgently needed bridge and viaduct improvements, all of which will be financed out of motor fuel tax funds, with no charge on Chicago's real estate tax payers.



The Ashland Avenue bridge, as it appeared in 1938 shortly after completion.



Construction progress on the Canal Street Bridge.

Will it work? Is it as good as they claim it is? Is it a bargain?

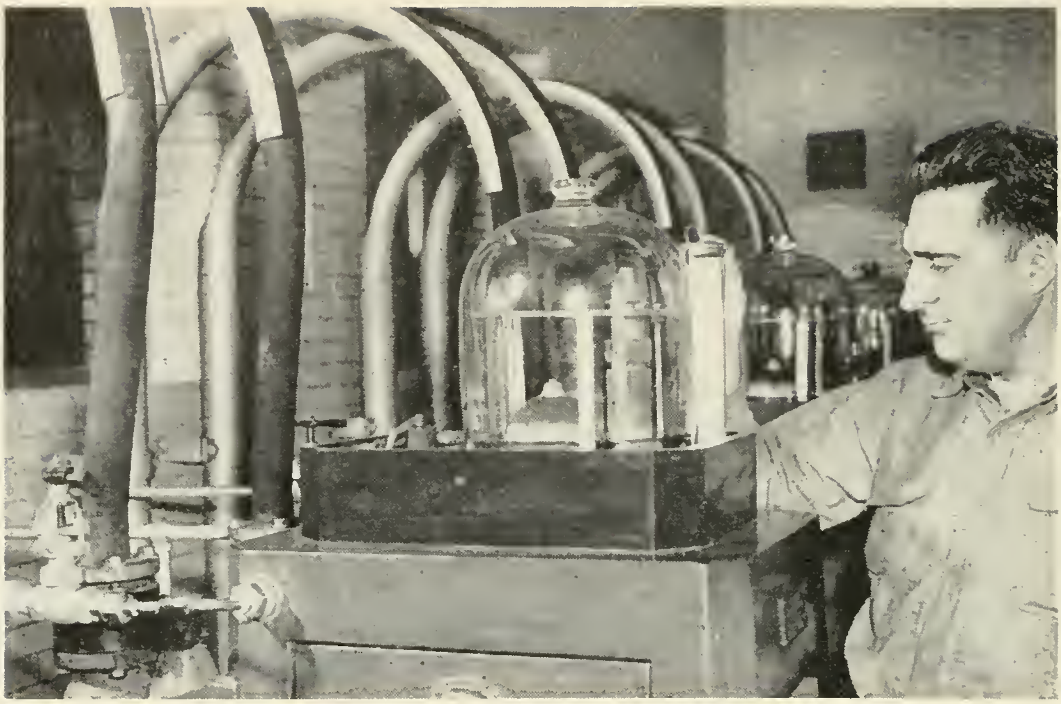
THE TESTING SECTION

finds out by scientific analysis.

The work of the Testing Section consists of inspecting, testing and analyzing all engineering materials and supplies purchased by all divisions of the Bureau of Engineering. In a minor way, a similar service is extended to the departments of Fire, Health, Police, Streets and Electricity, and Building Maintenance and Repair. The section also furnishes consulting and chemical engineering services whenever requested, and conducts research work to determine the suitability of various materials for the purposes intended. During the past several years this research work has been greatly augmented, due to the scarcity of essential materials required in the war effort and the necessity to find satisfactory substitutes.

Among Other Things . . . .

The Testing Section has inspected, tested and analyzed all engineering materials used in the construction and maintenance of the public water supply system, bridges over the Chicago River, and the new



This is the chlorinating machine which aids in maintaining accurate chlorination control at the Chicago Avenue pumping station. Many pumping station needs are tested by the Testing Section.

South District filtration plant. Its engineers have passed upon the acceptance of such items as fire hydrants, valves, venturi meters, cocks, shut-off boxes, bridge machinery, hydraulic equipment, electrical equipment, turbines and pumps, cast iron water pipe and special cast iron fittings, brick, terra cotta, tile, limestone, cement, concrete and concrete aggregates, coal, fuel oil, lubricating oils and greases, gasoline, kerosene, lumber and timber (plain, creosoted and wolmanized), structural and reinforcing steel, iron, lead, copper, brass, bronze, solder, babbitt, paints and protective coatings, plastics, rubber (natural and synthetic), filter sand, soils, clays, boiler water, boiler compounds, leather, flax and jute packing, mercury, silver, and diamonds.

Rat Extermination Research

The Testing Section, cooperating with the Commissioner of Public Works, conducted extensive research work on the problem of rat extermination during 1940. This research involved the making of chemical and physiological analyses of numerous poisons, as well as the actual destruction and examination of hundreds of captured rats under test conditions in the section's laboratories. This campaign was successful in ridding our city of hundreds of thousands of rats. Its value to the city in safeguarding public health and property is inestimable in dollars and cents value.

During the existence of the Works Progress Administration, millions of dollars worth of materials and tools were inspected and tested under the supervision of the Testing Section, and with laboratory facilities made available by the Commissioner of Public Works. This service was extended without expense to the government. It is readily appreciated that this testing and inspection insured the best of materials for use on projects executed for the benefit of the people of Chicago by the Works Progress Administration.

Field and Laboratory Tests

From 1933 to 1946, field representatives of the Testing Section inspected and tested approximately 1,100,000 valves, hydrants, water pipe, cocks, etc., at manufacturing plants throughout the country. A hydrostatic test was made on each of the finished products mentioned above. In addition, over 20,000,000 individual parts were gauged to insure accuracy and interchangeability.

Chemical analyses and physical tests were made on an extensive variety of materials, from samples submitted by section inspectors and samplers, from samples submitted by bidders, and on materials submitted for tests by various departments of the city. In the performance of this necessary laboratory work over 100,000 chemical analyses were made during the period under discussion.

Increase in Efficiency

In 1932 the average cost of inspection of materials by the Testing Section amounted to 3¼%, whereas during the period of 1933 to 1946, the average cost of inspection has been reduced to 2%. This is a reduction in cost of 38% or a fourteen-year saving which may be estimated at $812,500.

Savings by Inspection

It will be realized that it is practically impossible to compare, item by item, the classes of materials inspected during the period of 1933 to 1946, because of the advancement in engineering practices and the necessity of substitutions during the war years. For example: in 1933 the city was just starting the change-over from exclusive coal consumption to partial use of fuel oils. In 1933 the section inspected coal to the value of $817,000 and fuel oil to the value of $5,000, whereas in 1946 the section inspected coal to the value of $1,100,000 and fuel oil to the value of $71,000. In 1933 the only water pipe used was cast iron, whereas during the past several years reinforced concrete pipe and steel pipe have also been used.

Cost of Inspection

A careful comparison of the fees charged by outside inspection agencies for inspection and testing services is approximately 6 per cent, which, compared to the average of 2 per cent for the city's testing section, would involve a saving of 4 per cent on $65,000,000 value of materials purchased, or a saving of $2,600,000.

Personnel

To handle the large volume of work assigned to the Testing Section, a force of thirty-one individuals is necessary. All employees in the section have had many years of training and experience in their particular lines of endeavor and can well be considered experts.

The work of the Testing Section is uniformly spread over the entire year, with no seasonal let-downs. It is essential that all inspectors be in a position to make inspections outside of Chicago, compelling them to be away from home for considerable lengths of time. Most of the materials must be inspected at the point of manufacture and while they are in process. A good example of this kind of material is cast iron water pipe. If this pipe were inspected after delivery, the city would have to provide necessary shop and test equipment to conduct the hydrostatic tests, such as high-pressure test pumps, hydraulic presses, cranes and labor. It would also have to have painting facilities including racks, heating ovens, and vats, as it is impossible to make surface inspections after pipe has been painted.

Résumé of Savings for Period of 1933 to 1946 Inclusive

Estimated expense of consulting and chemical engineering services, if obtained through outside agencies .	$ 150,000.00
Estimated differential between cost of inspection if performed by outside agencies, and Testing Section costs	2,600,000.00
Estimated savings on materials that would have been accepted and paid for if not rejected on inspection .	6,285,788.67
Estimated cost of replacement of cast iron water pipe, if installed without inspection (on basis of 10% rejected pipe)	1,256,370.00
Estimated cost of damage suits, due to defective water pipe, if material had not been inspected before installation	350,000.00
TOTAL (16.37% of $65,000,000 material purchased) .	$10,642,158.67

It takes a big staff, and a competent one, in the Bureau of Water to turn out and collect thousands of water bills each year.

THE BUREAU OF WATER

sent bills to 422,235 water users and collected $16,922,309 for the city in 1946.

Every business has an office—a certain place at which you inquire as to prices—and where you go to pay your bill after you have purchased.

For the City of Chicago's 700 million dollar municipal water plant the Bureau of Water is that "business office."

The Bureau of Water, as a part of the Department of Public Works, is charged with inspecting property and assessing rates for the usage of water based upon the number of feet of frontage and the number of faucets. These rates are fixed by the City Code. Other users of water pay on the basis of meter readings. In either event—whether their basis is "assessed rates" or "meter rates"—all make their payments to the water office in the City Hall.

The number of water users fluctuates from day to day, but as this is being written the Bureau of Water has 422,235 water users or accounts. Very few public utilities in the nation can boast of serving a greater number of accounts.

In 1946, the Bureau of Water collected $16,922,309 from users of water. Other public utilities can show larger collections, but the Bureau of Water deserves a place among the larger utilities because of the

Joseph Higgins, superintendent of the Bureau of Water.

number of accounts it serves and the area it covers. The total amount collected is relatively small, however, for it should be borne in mind that *Chicago has the lowest water rate of any city of a comparable size in the United States.*

The Bureau of Water also lays claim to being the most efficient among the larger of such offices of the nation. Beginning in 1932, its operations have undergone an almost complete change over, from old-time hand operations to the most modern mechanized bookkeeping and billing methods in use anywhere. Between fifteen and twenty of the larger cities have sent representatives to Chicago to check on the system used; nearly all of them have copied it, in whole or in part. Some foreign countries, such as New Zealand, Australia and Japan, have also investigated the system installed in Chicago.

Collecting an Extra $36,000,000

The accomplishments of the Bureau of Water in the last fourteen years—the general increase in effectiveness—is traceable, partially, to modernization of methods and a closer application of good business practises.

Here are the results:

In the last fourteen years, Bureau of Water collections have averaged annually $14,239,266. The average for the preceding 10 years was only $11,662,023. In a word, this administration collected on the average $2,577,243 more every year—*or 36 million dollars more than if the previous rate of collections had continued.*

Another way of stating the above is that *this administration has collected 22 per cent more than previous administrations.* The water rates have not been changed except the discount rate.

Some of this increase, of course, is due to the increased use of water—air conditioning, more car washing, larger population; but much is traceable to other causes. For example, in the ten years just prior to 1933, delinquent water bills at the end of each year averaged $2,138,161.62—or 18.3 per cent of one whole year's collection. Under this administration, it has steadily decreased, as follows:

Year	*Delinquency (Per Cent)*	*Year*	*Delinquency (Per Cent)*
1933	16.0	1940	4.7
1934	16.6	1941	4.2
1935	15.6	1942	3.6
1936	14.3	1943	3.1
1937	9.2	1944	3.6
1938	5.1	1945	2.9
1939	5.2	1946	3.0

Perhaps a view of the collection results can be conveyed vividly by a comparison of two figures. The delinquencies at the end of 1932 were $3,012,035. That was 26 per cent of the collections in that year. The delinquency at the end of 1946 was approximately $511,271, which was three per cent of the collection for that year.

It should be said that 100 per cent collection of water bills is impossible because some buildings burn down and others are abandoned by the owners. For this reason, it is thought that an accumulative delinquency of three per cent is a close approach to a perfect record in collections.

A further study of the delinquency at the end of 1946 shows that, if there be deleted all sums owed by other governmental agencies and similar items, current delinquencies amount to only $52,773—and of this small amount, the majority of bills owed are for less than $10 each.

The Bureau of Water has been changed from a receiving agency to a collection agency. Everyone who uses water is billed according to the rates prescribed by the City Council.

Here is the real story behind the figures given above:

Actually, the $3,012,035 accumulative delinquency inherited by this administration at the close of 1932 is directly comparable with the current delinquency of $52,773—in the main, the other items unpaid at present being in the nature of sums owed one agency of government by another. Thus, *this administration has saved the taxpayers almost three million dollars by collecting that much more of the bills rendered for water used.*

As any customer will verify, this large increase in the percentage collected on water bills, by this administration, has not been because of "high pressure" collection methods. Rather, it has been because of the institution of better business methods in the Bureau of Water.

Each year thousands of Chicagoans examine plats in the bureau of maps and plats. The counters on which the books are kept are bathed in light from modern fluorescent fixtures overhead.

BUREAU OF

MAPS AND PLATS

Also information. Also the home of the unsung heroes who simplified our street-numbering system.

The men who man the Department of Public Works take pride in the tradition that no job is too big, too tough or too strange to handle. A good example of this attitude is the variety of work performed by the *Bureau of Maps and Plats.* To be sure, they do make maps and plats by the thousands, but beyond this, they also serve in a number of other important, seemingly unrelated, capacities. For example, the Bureau of Maps and Plats operates the information booth on the main floor of the City Hall, publishes informative books and sponsors a system of tours and instruction on city government. Furthermore, they are the unsung heroes who unscrambled, rationalized and simplified Chicago's street naming and street numbering system.

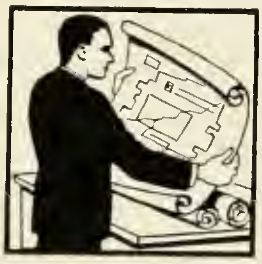
Reducing the Cost of Maps

In spite of its demonstrated talent for handling side lines, the principal activity of the bureau is the construction and maintenance of basic map records of the City of Chicago. In the initial years of the present administration, a new system of construction of basic maps was inaugurated for the purpose of reducing costs. There are nearly 2,000 pages in the map records which are open to the general public, and frequent handling causes these pages to wear out at a rapid rate. Under the old system there was a replacement cost of approximately $60 when a page was worn out. Under the new reproduction method, a complete, double page, mounted on linen, hinged and ready to be inserted into a looseleaf map atlas can now be turned out for about $6 a page—a saving of 90%. Because of the low cost and flexibility of the new method, it is now cheaper to have a new page made than to plat a ten acre subdivision by hand. The new lithographic process is one in which a tracing is made for each page; from these tracings prints are readily produced for sale to the public.

As all of the construction of these basic map records is done in the bureau, it is only necessary for other city bureaus to obtain prints from the up-to-date tracings for their map records.

There are 100 map atlases on file in the bureau, twenty-three of which are open for public use. Based on a thorough search of the records, fourteen of these public atlases have been reconstructed—a service which has conserved the time of the public and greatly facilitated the work of city employees.

A special set of maps was also constructed for each square mile of Chicago, thereby making it possible to combine—and offer for public sale—a number of these maps to cover any particular area.



MAP OF
CHICAGO

Howard C. Brodman, superintendent of Maps and Plats.

Constant growth and change in a great city requires corresponding additions and changes for its maps.

Among other special maps that have been constructed in recent years is a *basic map* on a scale which makes it available for making ward maps, community maps and other special maps, at great savings of time and money to other departments of the city and county.

During the war, numerous special maps were made for the Civilian Defense warning centers, and instructions given for reading and posting them. Although the ordinary block map was not made by the bureau, information was continually being given to the thousands of block captains and air-raid wardens in the construction of such maps. At the same time, of course, many other types of maps, such as sectional maps, were available for defense activities.

Helpful Guide Book

The Bureau of Maps and Plats has also compiled a guide in book form which quotes state laws and city ordinances pertaining to subdivisions and vacations of public streets and alleys. This book also contains numerous certificates which have been passed on by the courts for subdivision plats. Much other information is contained in the book for the benefit of subdividers and engineers. The bureau has had numerous requests from all over the United States for this authoritative book, which has been approved by the Corporation Counsel, the Torrens System of Cook County and the Chicago Title and Trust Company.

Simplifying Street Names

Since 1830, over 9,000 street names have been used in Chicago and the villages which have been annexed to Chicago. It follows that over this period of more than a century there have been many duplications of street names, as well as abandonments, changes, exceptions and variations. These in turn have produced an endless amount of confusion, much of which has been serious and costly from legal or personal viewpoints.

To end this confusion, the Bureau of Maps and Plats undertook the monumental task of simplifying street names, of eliminating duplications and of establishing a historic card index file which shows the meanings of all the present street names in Chicago and lists *all* of the old and new street names. It also shows the present street names and all other predecessor street names which have been on the extension of the same line.

Today there are only 1,369 different street names in the city as compared to over 2,000 street names in Philadelphia and St. Louis—cities which are much smaller in size. *All duplicate street names have been eliminated, all streets have a prefix, and all streets are numbered from two base lines.*

The simplification of the street name system is of immense value in facilitating the delivery of goods and mail, the rapid location of fires, and the convenient location of persons or addresses for business or personal reasons.

The street numbers in Chicago were changed in 1908, and the Loop district was brought under the same system in 1910. The bureau has compiled books showing all of the old and new street *numbers* in the city. These books have been of particular value in obtaining birth certificates where it is first necessary to obtain the new number which superseded the old.

This simplification and historic recording of Chicago street names is one of the great services which the present administration has rendered to the citizens of Chicago.

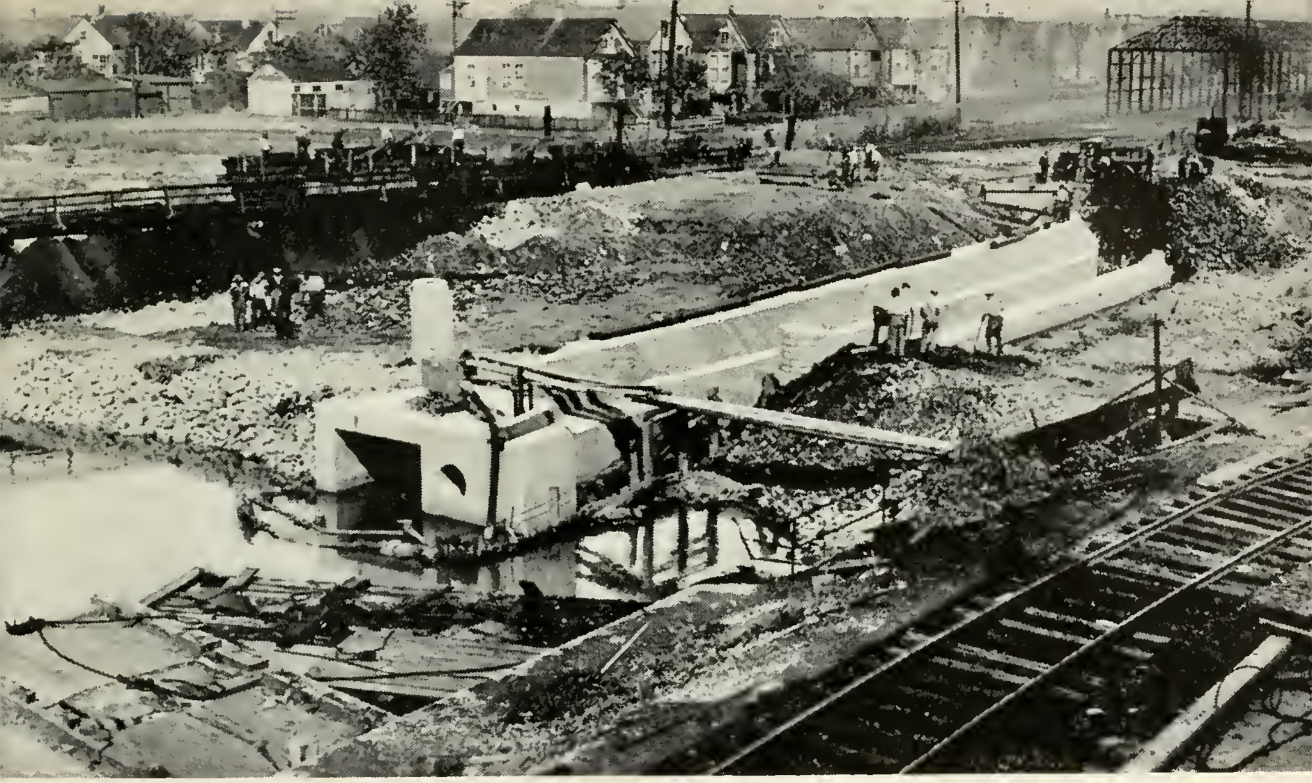
Popular Information Booth

A public information booth, under the jurisdiction of the bureau, was inaugurated by Mayor Kelly in 1933. The booth is located in the

INFORMATION
(CHICAGO and Cook County) 160 N La Salle St 7th Floor
Births and Deaths in City of Chicago
Hubbard St

The information booth on the main floor of the City Hall handles 3,000 inquiries per day.

lobby of the City Hall, where an average of 3,000 questions a day are asked and answered. Many of these questions, of course, pertain to governmental activities—requiring a broad knowledge of the entire country—but all information is handled entirely on a non-political basis and coincides closely with other informational services at department stores, railroad stations and hotels.



This picture, taken in 1938, shows a typical sewer outlet. Here the sewer is emptying into a part of the drainage canal at Albany Avenue and 31st Street.

THE BUREAU OF SEWERS

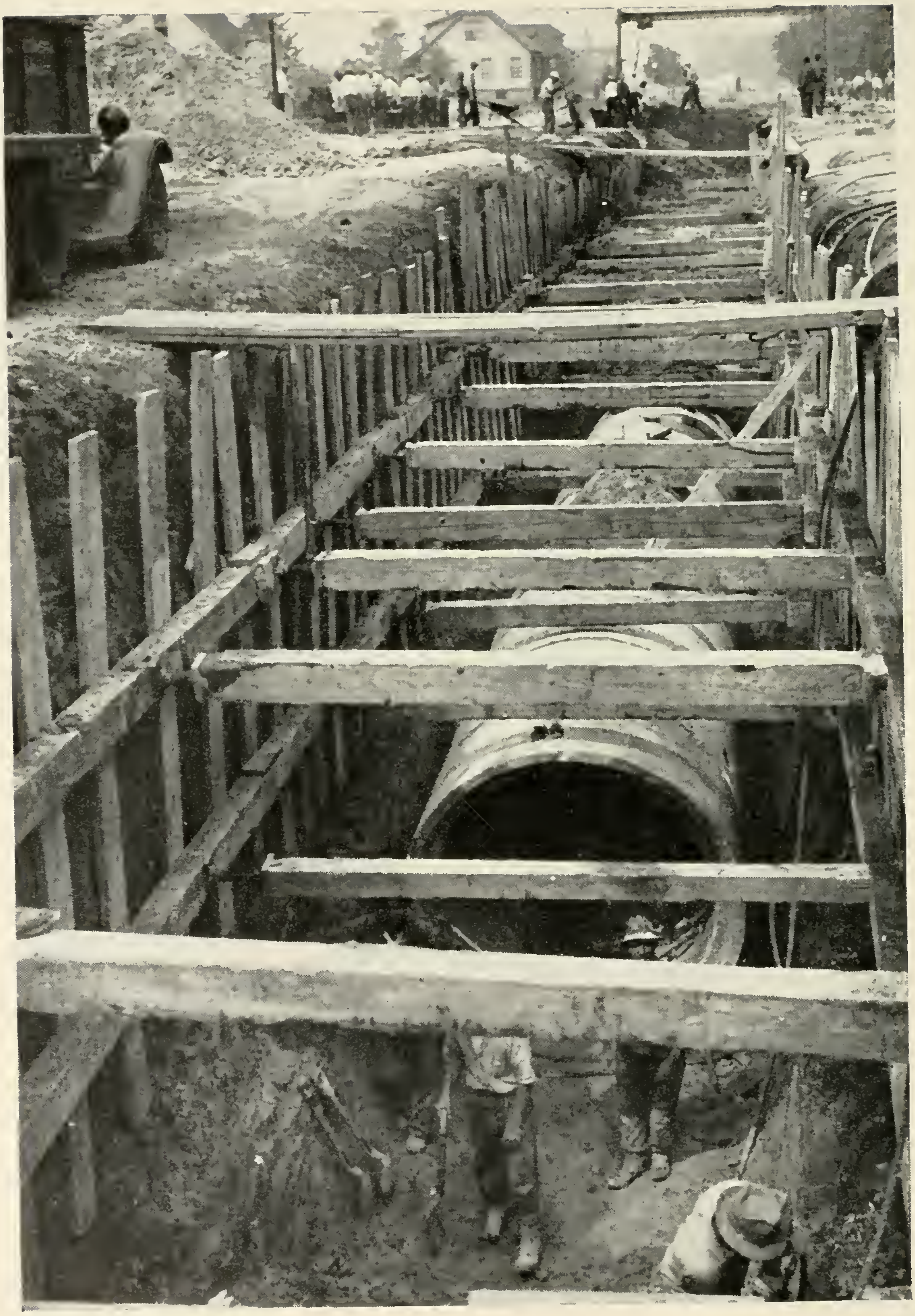
is winning its battle to modernize the city's system and eliminate flooded basements.

Efficient maintenance of Chicago's sewer system is responsible, to a great degree, for sanitation and public health. Taxpayers benefit by the constant vigilance of this department, yet are unaware of the system's extent and the large number of workers required to service it.

At the present time, Chicago has more than 3,500 miles of sewers—enough to construct a continuous sewer pipe from Maine to California. This tremendous system, underlying and serving the entire 212 square mile area of the city, has a valuation of $106,000,000; but its value in terms of good health and good living are, of course, are incalculable. The task of cleaning, maintaining, repairing, replacing and extending this vast underground network is the responsibility of the Bureau of Sewers.

The Need for More Sewers

In the fourteen-year period from 1933 to 1946, the bureau has attained many goals and set many new standards for efficiency, econ-



An excellent view of the deep trench needed for the Mount Greenwood sewer.

Thomas D. Garry, superintendent of the Bureau of Sewers.

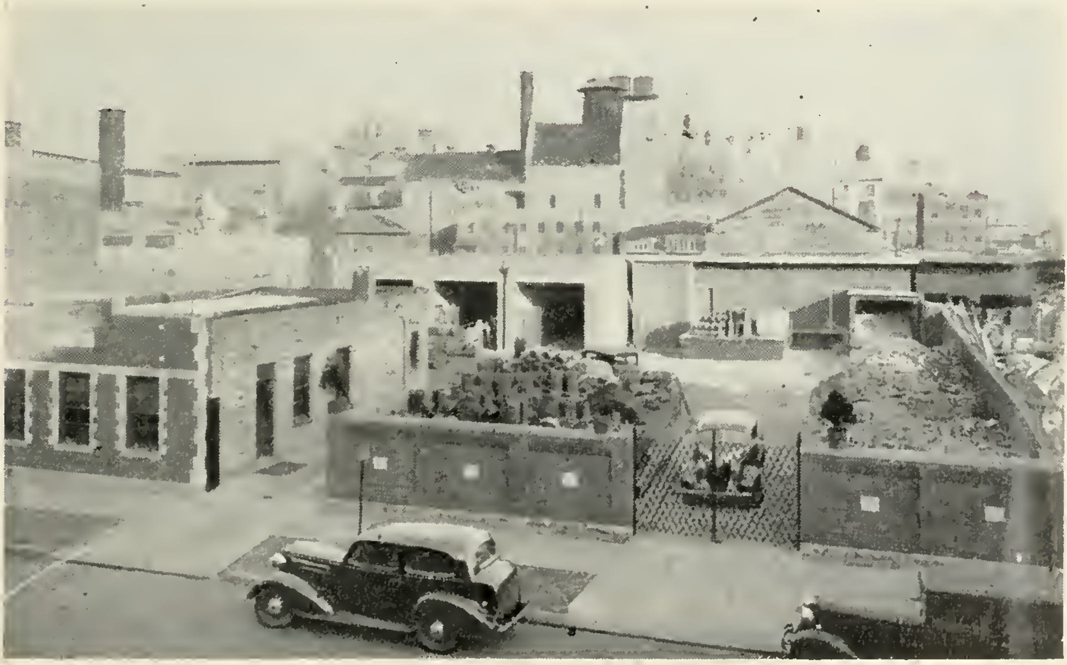
omy and improved public service; but no achievement is greater than the job it has done in arousing the interest of the city, and its citizens, in the urgent need for a major program of sewer extension and improvement.

It was recognized that some sections of Chicago's sewer system have been in service seventy years, and are in immediate need of enlargement or replacement. The city has outgrown its sewer system — a condition of which we are sharply reminded when basements and underpasses become flooded following a heavy rainfall.

Up to the early 1930's, pioneer sewerage for Chicago—as well as reconstruction (where older parts of the system had become too small) —proceeded in a more or less routine manner. Most of the necessary money came from special assessments, although some of it came from general funds for public benefits.

In the last twenty years, fifteen large pioneer and relief sewers have

The First District yard of the Bureau of Sewers is ready at all times for the handling of emergencies.



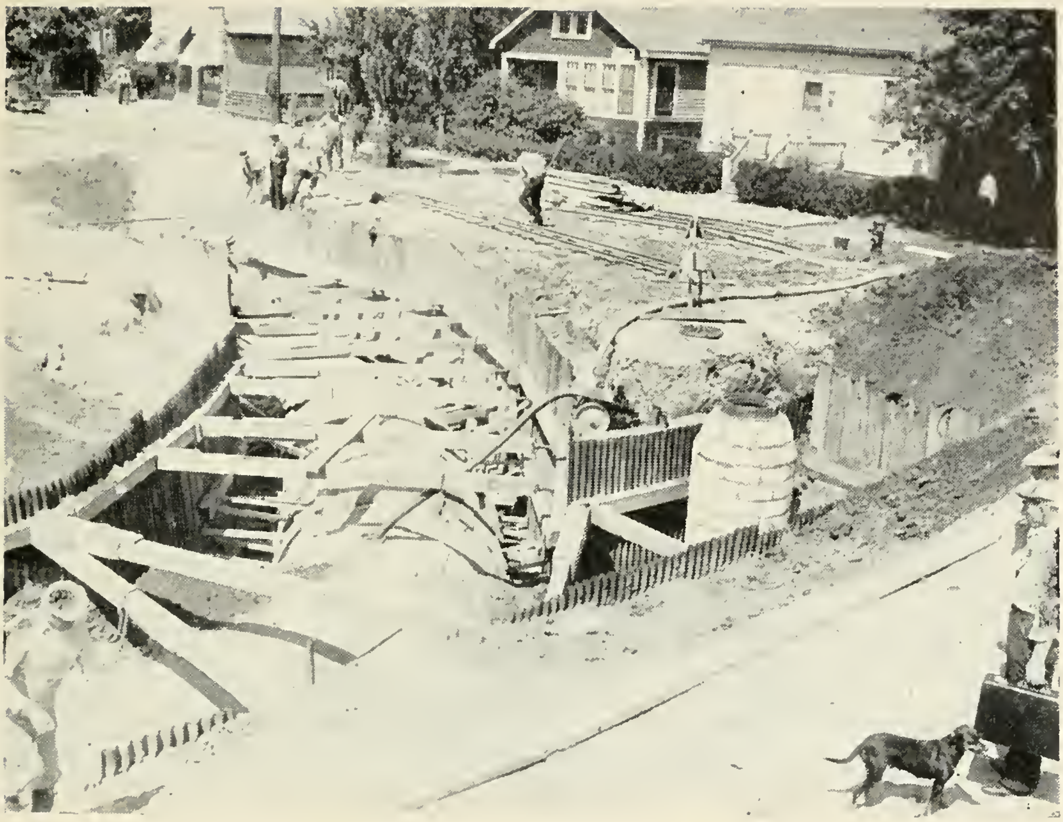
been built. Some of these have cost more than $3,000,000; and the total amounts to $18,000,000 or more. In the same period about fifteen smaller systems were constructed, at an average cost of one million dollars per year.

The Bureau of Sewers submitted a detailed plan for sewer expansion, through the Commissioner of Public Works, to the Engineering Board of Review in March, 1944. This plan was accepted by the board and became part of the Greater Chicago public works program. $58,000,000 in sewer expansion bonds were approved by the voters in 1946 and upheld as valid by the Illinois Supreme Court in January, 1947.

The sewers included in this program are large outlet sewers and branches paralleling existing main sewers and cross-connected with them at frequent intervals, so that existing sewers and new sewers will operate as one large channel. The new sewer in virtually all cases will be deeper and will have two or three times the capacity of the old one, and are designed to preclude flooded basements and underpasses.

The plan calls for the construction of large sewers by the Sanitary District of Chicago (some of which are now in construction) to furnish

We can take our sewers for granted, but it takes good men and brave men to build them. Here they burrow through clay, in January, 1937, forty feet under the Loop.



The Mount Greenwood sewer was built with the aid of WPA.

outlets for some of the city sewers and to convey the discharge to treatment plants or the drainage canal.

Work Accomplished in 1946

The accomplishments of the bureau in 1946 show a high degree of progress in public service for all the bureau's major divisions and sections.

The seven districts of the Sewer Cleaning Division flushed more than 27,000,000 feet of sewers at a cost of only $4.27 per 1,000 feet, and scraped 2,264,000 feet of sewers at a total cost of less than $150,000. This work will be more advantageous and effective in many parts of the city when better outlets are provided by the anticipated sewer construction.

For some time the Bureau of Sewers has been submitting (and collecting) bills for costs of sewer cleaning to property owners and industrial plants clearly responsible for sewer stoppages by discharge of deleterious waste which should have received preliminary treatment on the premises.

Sewer Repair Division: The number of jobs on sewers and appurtenances in the three districts of the Repair Division exceeds that of last year by about 5 per cent. As in the case of sewer cleaning, repair bills have been sent to those clearly to blame for damage, and collected.

The Kostner Avenue sewer during construction.

House Drain Division: The house drain division consists of an Inspector-in-Charge and thirty-six inspectors, assigned to definite districts, who supervise installation of all sewers 6 inches and less in diameter in streets or in private property. Inspectors make detailed drawings of the completed work for each house drain permit issued. These are bound in books and placed in a file, dating from the 1871 fire, in the Bureau of Sewers. The file number of all jobs are posted in house drain atlases.

Inspection of garages, filling stations, cleaning and dyeing establishments, and other places where explosive or inflammable materials are kept, is routine duty of the inspectors. Complaints of odors, flooded basements and other matters are also investigated.

During the past year, the house drain division has been unusually active inspecting smaller size installations in veterans' housing projects and industrial plants.

Permit Section: In 1946, a total of 1,112 rod and repair and 5,951 drain permits were issued, an increase over 1945 of more than 20 per cent.

Since adoption by the City Council of the rental system, governing the granting of permits to connect properties outside city limits to city sewers, work has been done toward obtaining agreements for previously existing connections, as well as new ones.

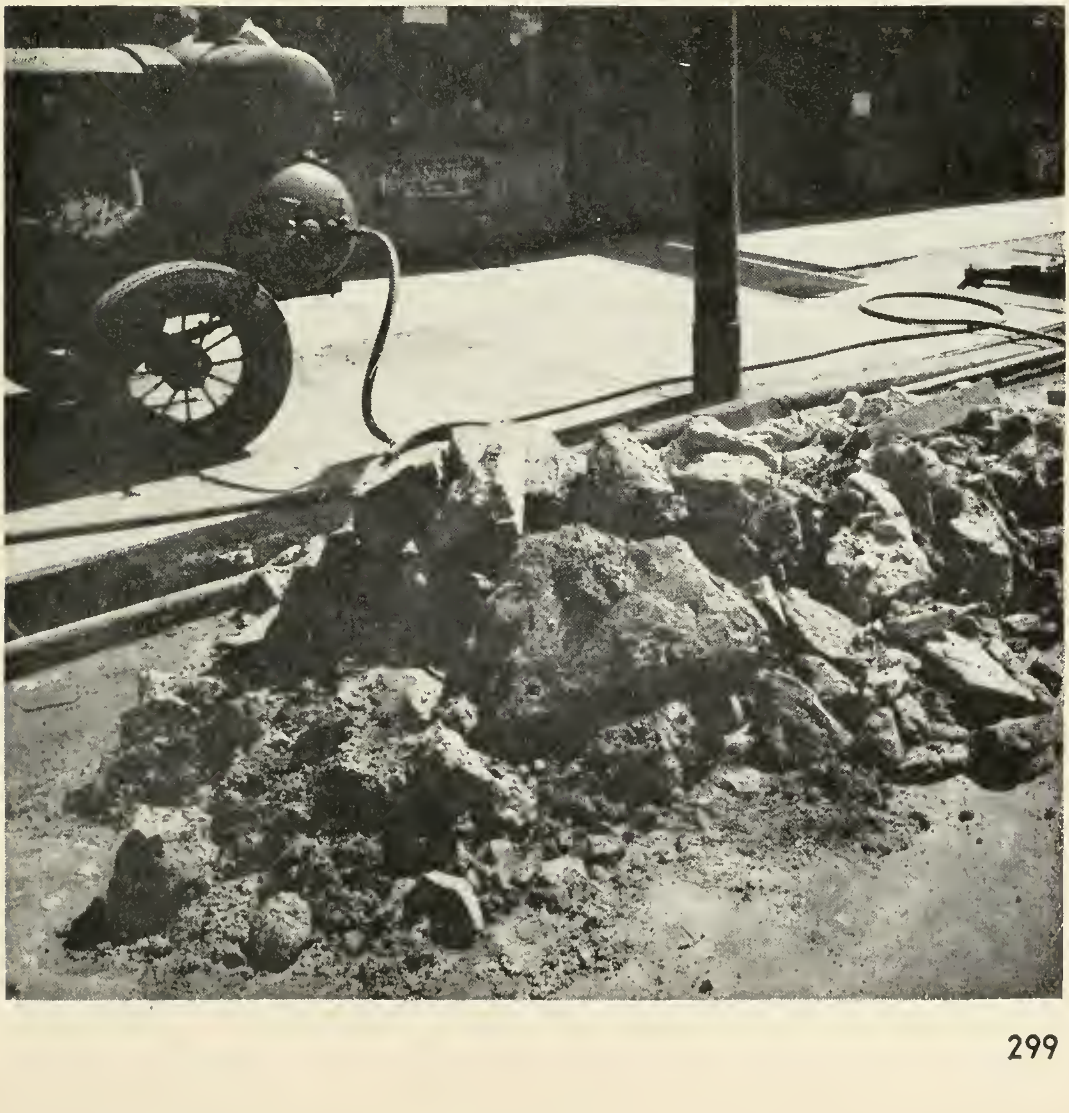
Supply Division: Supply Division activity has greatly increased because most equipment has become too old to be easily repaired. Cost of supplies and equipment has followed the general rise of prices.

Sewer Construction and Design: Reconversion in Chicago is well under way, though permanent construction is increasing slowly. Planning of this normal work falls on the regular engineering staff, but planning for the heavy construction made possible by Federal and state funds is the function of the Advance Planning Division organized at the beginning of this year. Specifications and plans for the first project have been completed and submitted to the Federal and state agencies for approval.

Filling the West Fork of the River

The bureau continues to supervise filling of the channel of the West Fork, by which maintenance of several bridges is saved and an open sewer of 50 years' standing no longer offends the people. Three miles of the channel, in the city, and all of it west of the city, have

Grout in solid form after being removed from a North State Street sewer.



been or are being filled since abandonment by the United States and the State of Illinois of their prior rights and the extension of sewer outlets to the sanitary canal.

During the War

The Bureau of Sewers cooperated with Mayor Kelly, as Coordinator of the metropolitan area of Chicago, in setting up the emergency organization for Civilian Defense. It remodeled three buildings at 23 N. Wacker Drive to house the local OCD office.

When Chicago's three Service Men's Centers were set up—workmen of this bureau, in cooperation with others under the Superintendent of Sewers, remodeled these premises.

In 1940, Bureau of Sewer's workmen, under direction of Thomas D. Garry, Superintendent of Sewers, prepared the Chicago Stadium for the Democratic National Convention. In 1944, they made the physical arrangements in the Chicago Stadium for the Democratic and Republican National Conventions.

During the construction of the subway, considerable work was performed by the bureau in keeping sewers and appurtenances in operation, while this underground construction was taking place.

Walter Wright, superintendent of the Bureau of Parks, Recreation and Aviation, points to Chicago on an air globe as the vacation center of the world.

THE BUREAU OF
PARKS, RECREATION & AVIATION

makes Chicago a better place in which to live, work and play.

The Bureau of Parks, Recreation and Aviation from the year 1933 to 1946, inclusive, had the greatest period of accomplishments in the bureau's history. The parks, playgrounds, beaches, public baths, natatoriums, and the Municipal Airport all show improvements of a constructive nature, as well as greatly increased usage and service to the public. The biggest strides, of course, were made in airport improvements and service.

Chicago Municipal Airport

In 1932 the airport itself consisted of only 320 acres of land, of which only 160 acres were improved for use for airport purposes. There were four cinder runways, averaging 2,800 feet in length.

Since then the airport has been enlarged to include the entire square mile between Cicero Avenue, Central Avenue, 63rd Street, and 55th Street (with the exception of twenty acres at 63rd Street and Central Avenue). The tracks of the Chicago and Western Indiana Railroad, which bisected the field, were removed and relocated. The entire square mile was graded, drained, and nine hard-surfaced runways were constructed. These runways, paved with macadam, range in length from 6,546 feet to 4,639 feet—all 184 feet wide, except one east-west runway which is 309 feet wide. All runways are of dual

Bird's-eye view of the Moran Playground at 57th and Racine.

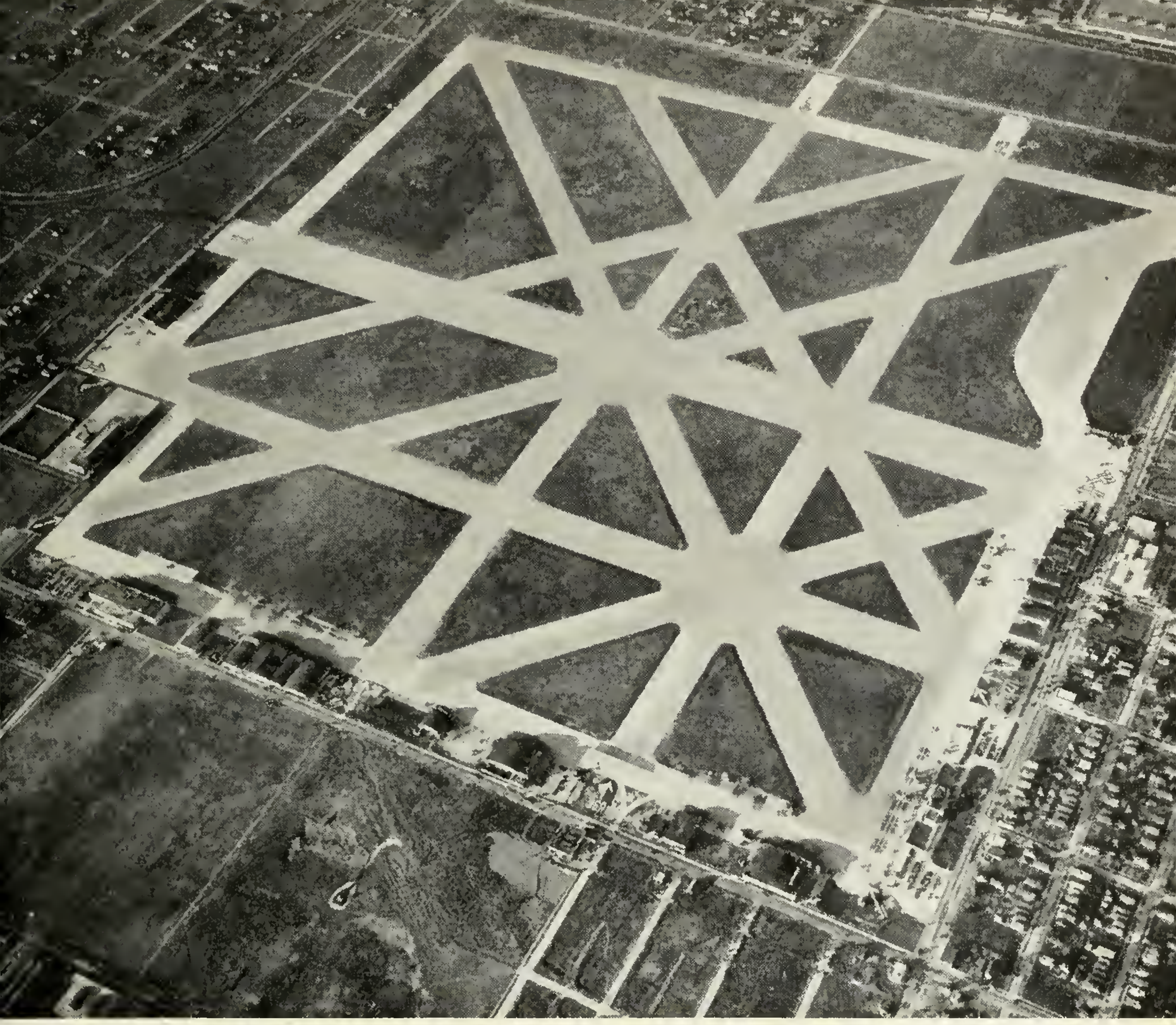
parallel design, permitting greater capacity with safety than any airport yet constructed.

The entire airport has been lighted with the most modern equipment. Safety devices have been installed for the control of aircraft, both in the air and on the ground; and these, combined with the dual parallel runways, make Chicago's Municipal Airport the safest, most advanced, and most capacious commercial airport in the world.

Construction was begun on the new million dollar terminal building and passenger station toward the end of 1945 and is rapidly nearing completion.

At the beginning of 1933 there were six scheduled airlines serving a very limited portion of the United States. In 1946 ten scheduled airlines connected Chicago with the *entire world.* The growth of the Municipal Airport is best illustrated by the following figures:

Planes	*1932*	*1946*
Scheduled Plane Movements . .	22,554	119,851
Non-scheduled Plane Movements .	38,593	70,551
Passengers		
Scheduled	92,112	2,488,191
Non-scheduled	8,735	110,251
U. S. Mail (lbs.)	1,676,044	8,881,658
Express	58,203	19,528,768



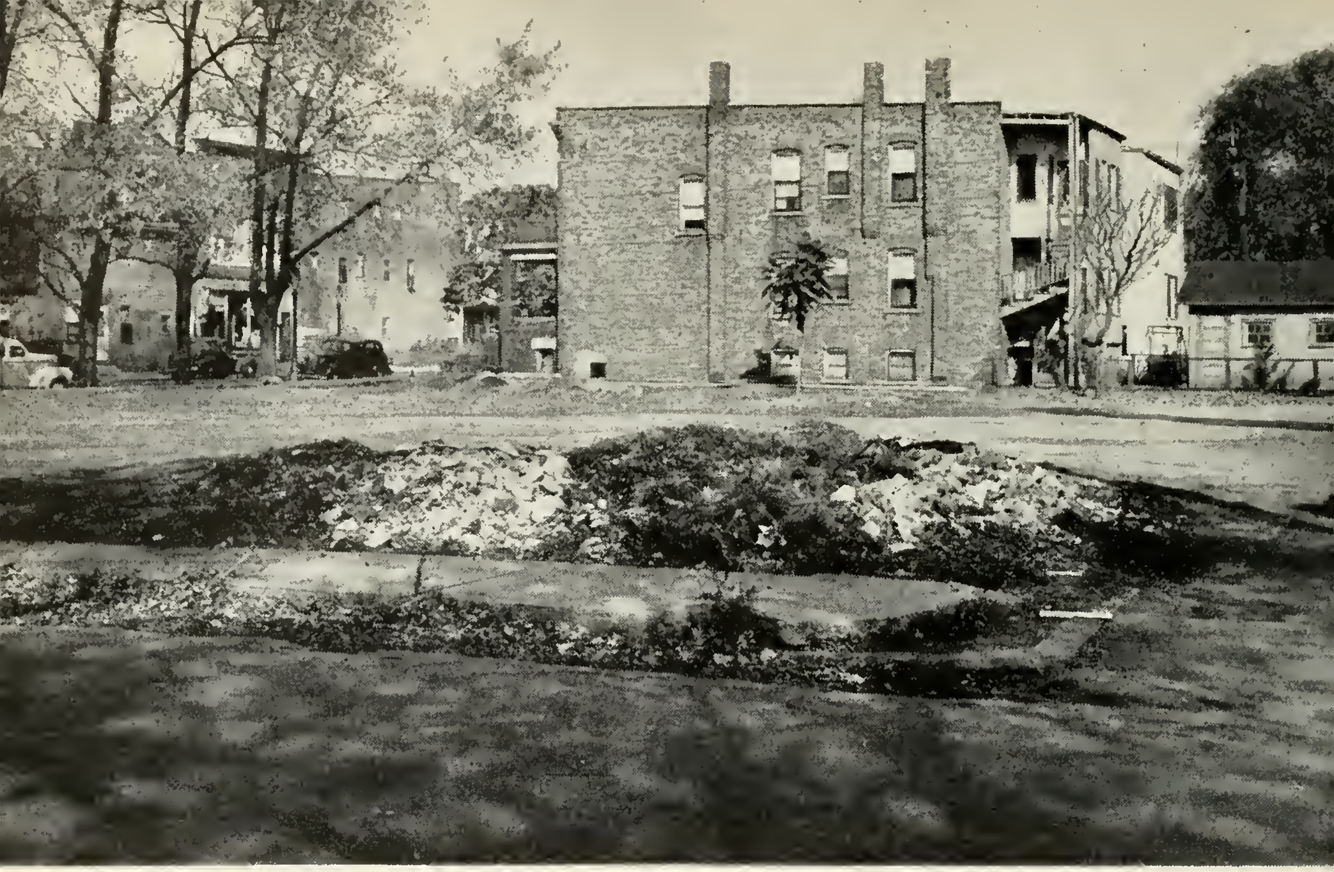
The present municipal airport is one of the major achievements of the Bureau of Parks, Recreation and Aviation.

Chicago Orchard Airport

An airport bond issue for $15,000,000 was approved by the voters in June, 1945, for the purpose of acquiring a new airport site sufficiently large to take care of Chicago's needs for the next twenty years. The Mayor appointed an Airport Selection Committee, which chose the site of the so-called Douglas Airport. This action was later confirmed by the City Council.

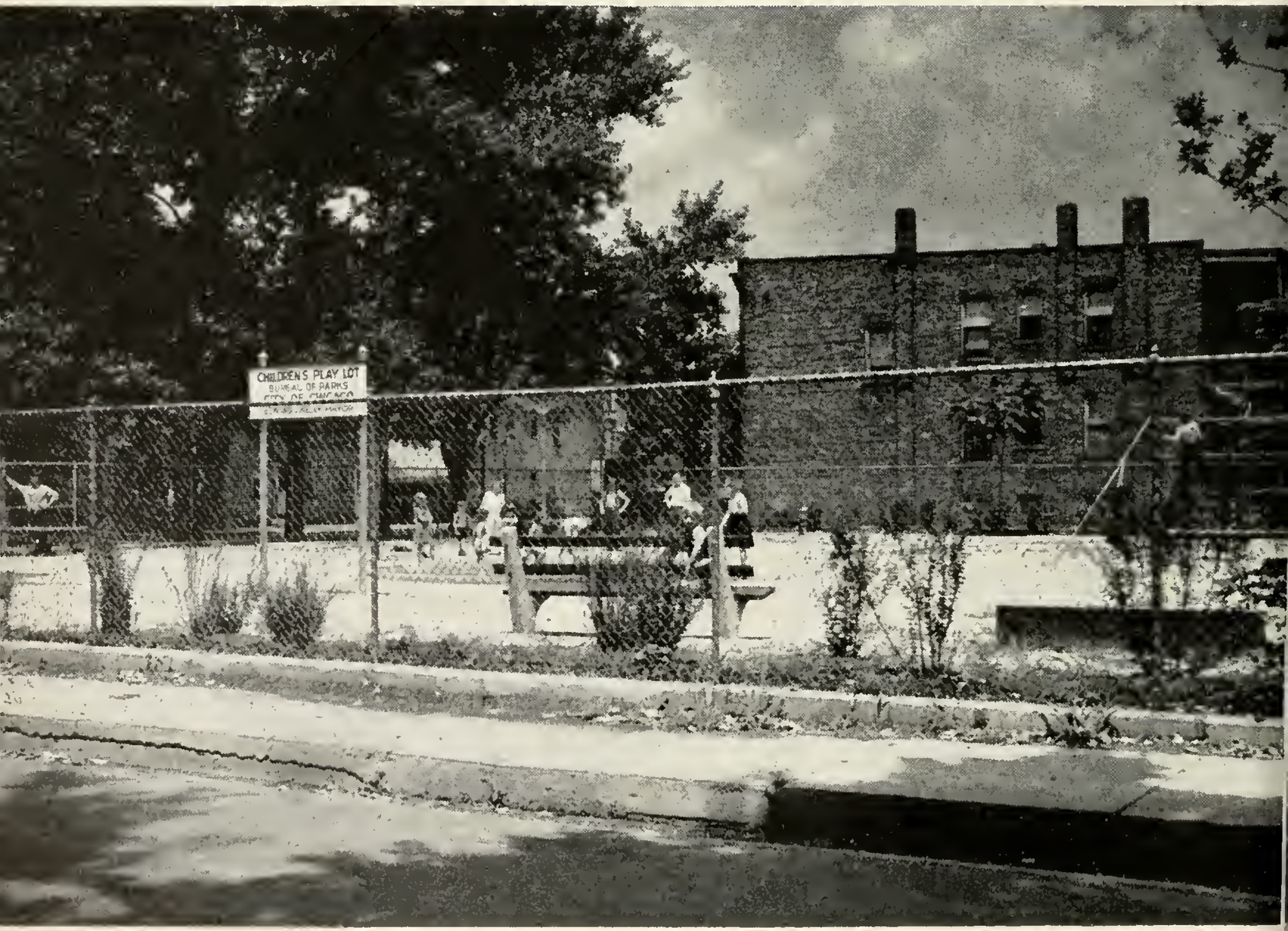
In the Spring of 1946 the United States Army—through the War Assets Administration—turned over to the city 1,080 acres of land northwest of the city, which had been used as an airport, principally for testing planes manufactured on adjoining property by the Douglas Aircraft Company. This airport, with its improvements, including four concrete runways, is now being operated by the city.

The new airport will cost approximately $45,000,000. As set forth above, $15,000,000 has already been authorized, and is now being used for acquisition of land and initial airport construction. To finance



BEFORE . . .

. . . AND AFTER


CHILDRENS PLAY LOT
BUREAU OF PARKS
CITY OF CHICAGO

This field house, designed by the city architect, is a model for other fieldhouses that will be built in the future by the Bureau of Parks, Recreation and Aviation.

the remaining $30,000,000, it is expected that aid will be obtained from state and Federal governments. This, plus money obtained through the sale of revenue bonds, will cover the remaining cost. The sale of revenue bonds has already been authorized by the state legislature and committees of Congress have now reached agreement on Federal aid.

The construction of this huge new airport will assure Chicago of an air terminal second to none in size or safety. Its unequalled facilities are expected to attract many airlines to establish headquarters here and this will bring employment to many in the Chicago area. It will permit the use of more and larger airplanes, thus promoting a further increase in air travel.

The construction of the new airport—with construction of the Northwest Superhighway for rapid transportation to and from central business district—will assure Chicago of its continuing place as the center of national and world travel.

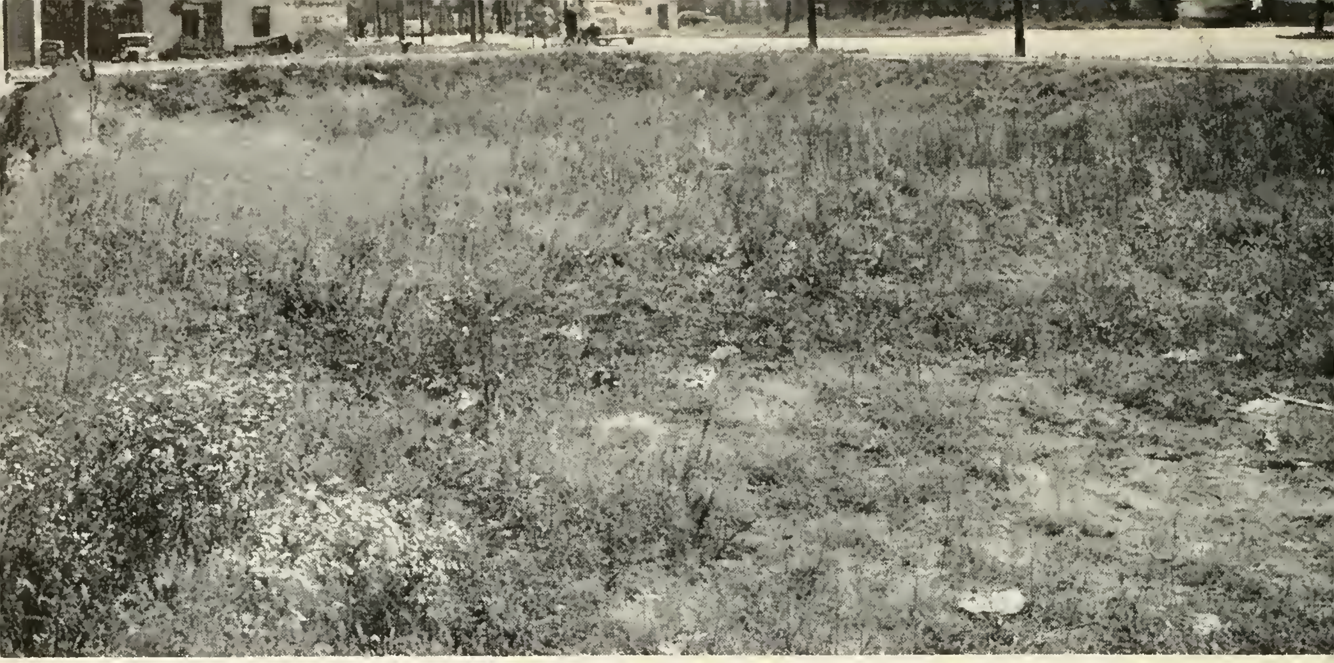
Lake Front Landing Strip

The City of Chicago in 1946 leased from the Chicago Park District the greater portion of Northerly Island for the purpose of establishing thereon an airplane landing strip. This strip will be in use in 1947 and will make it possible for executive and private planes to fly close to the heart of the Loop. It should be a boon to the ever-increasing number of air passengers and private fliers who will use this modern facility.

Playgrounds

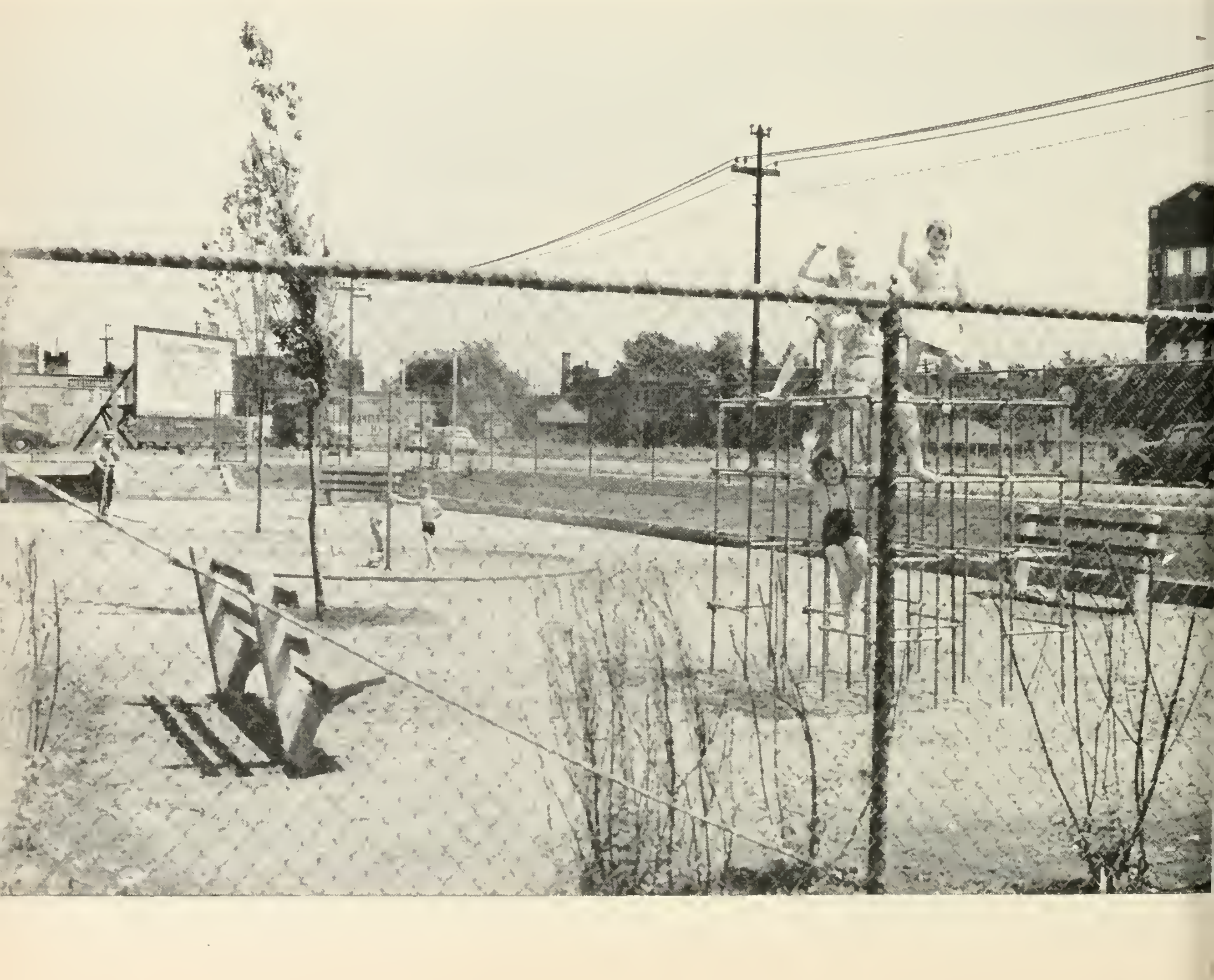
Thirty new recreational units were established by the bureau from 1933 to 1946. Nine of these were regularly equipped and supervised playgrounds, seventeen were playlots and playfields and four were recreation centers.

The popularity of these municipal playgrounds was evidenced by



This empty lot, photographed in October, 1941, was an eyesore and a liability to the neighborhood.

NOW LOOK!



the fact that in June, 1945, and again in June, 1946, the public by an overwhelming majority each time voted a $2,000,000 bond issue for the establishment of more playgrounds throughout the city. These playgrounds will be located in conformity with the master plan recommended by the Chicago Plan Commission.

Parks and Parkways

Two major parkway improvements were undertaken during the period from 1932 to 1946. One of these was the 95th Street Parkway, from State Street to Western Avenue, a wide parkway three miles long, which was improved with trees, lawns and concrete curbs, making 95th Street one of the most beautiful highways in the city. Similarly, Ogden Avenue, from Randolph to Fry Street, was improved with a high concrete curb and planted with trees and shrubs, making this very important artery also one of the most beautiful.

Other improvements included the Dorchester Avenue Parkway, 47th Place and Dorchester Avenue, and the complete rehabilitation of Auburn Lakes, 78th Street and Normal Avenue, and of Navy Pier Park, Grand Avenue and Streeter Drive.

Beaches

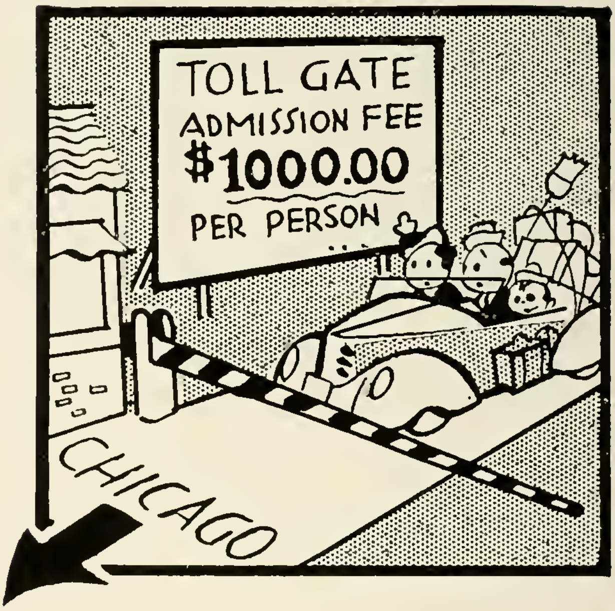
Although the 79th Street beach was closed by the building of the filtration plant, the bureau still operates the highly popular Rainbow Beach and Rogers Park Beach, as well as twenty-six street-end beaches.

Rainbow Park and Beach are being greatly improved by the addition of land, sandfill, the building of a seawall and landscaping of the entire area.

City Forestry

The City Forestry Division of the bureau has grown, due to constant demand of citizens for removal of trees, to a point where it is now taking down thousands of dead and dangerous trees each year. In 1946, 6,401 trees were removed, compared to 1,750 removed in 1932. The City Forestry Division is also called upon to remove trees blown down by storms.

Things We
TAKE FOR GRANTED



Chicago's water system, sewers, bridges, paved streets, street lights, parks, airports, harbors and other municipal facilities owned by the people are estimated to be worth at least $1,000 per person!

We take them for granted, but what if: We presented Dad with a bill for $1,000 when the new baby arrived?

Or charged an admission fee of $1,000 *per* person, for anyone or any family that decided to move into our beautiful city!

Imagine what it would be like to have to go to the corner pump for every drop of water we used—

Or lines of people waiting to get into old-fashioned outhouses?

Or had to get around this river town without the help of bridges?

Or had to get along with mud streets?

We, and our Chicago ancestors, paid for these valuable public conveniences — without which Chicago could not exist. Taking care of them and constantly improving and extending them is a great responsibility and a high achievement in the science of Municipal Administration.

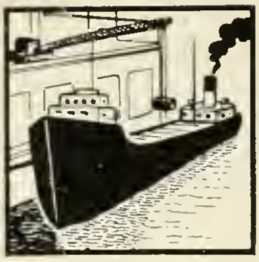
Navy Pier

THE BUREAU OF
RIVERS AND HARBORS

keeps 'em sailing!

The Bureau of Rivers and Harbors is charged with the responsibility of administering the affairs of the Port of Chicago. This includes Chicago and Calumet Harbors, the lake front, and the Chicago and Calumet Rivers with their respective branches and slips. It is responsible for the operation of 55 bridges, requiring the services of 344 bridge-tenders. In addition, it is in complete charge of the operation of Navy Pier.

Between 1933 and 1946 this bureau issued 1,221 permits for the construction, rebuilding and repairing of 92,300 lineal feet of dock work, for dredging, towing and miscellaneous work within 40 feet of the water line. Total fees collected for these permits was $54,700.



William J. Lynch, Chicago Harbor Master.

River Improvements

The rehabilitation of the north branch of the Chicago River from the dam near Albany Avenue to Lawndale Avenue was performed as a WPA project, sponsored and supervised by the bureau. This involved the placement of a 30-foot concrete slab in the bed of the stream to prevent the recurrence of stagnant pools or backwater. General channel corrections were made, including riprapping of the side slopes, reinforcement of banks at river bends and tree removal. The placement of timbered cored levees to increase the cross section area of stream where flooding occurs in times of high stage was accomplished. Painting of existing bridges over the stream, the placement of barricades and miscellaneous other work added to the sightliness of the stream and its right of way. This work was done at a cost of $250,000.

Improvements At Navy Pier

The start of the Civil Works Administration program, followed by WPA, and supported by city funds, enabled the city to accomplish the $409,000 rehabilitation program at Navy Pier.

This included the rehabilitation of passenger sheds with additions, alterations and installation of heating, backwalling and other facilities to enable the Navy Pier to be used for convention and exhibition purposes. Upon completion of this work over 300,000 square feet of display space became available for year-round use. Large trade shows and exhibitions were held in these spaces with outstanding success. Convention exhibits have occupied as much as four miles of displays at one time. Visitors in Chicago to attend these Navy Pier conventions are estimated to have reached more than 4,000,000.

In July, 1941, the United States Navy assumed occupancy of the pier and established intensive training courses for young men in various branches of Navy activity. During 1943 the Navy constructed the pile and timber deck pier, 33 feet wide by 500 feet long, in the slip south of Navy Pier, where the aircraft carriers *Wolverine* and *Sable* are now berthed.

University Leases Pier

After the war negotiations were completed for the lease up to 1954 by the University of Illinois of the north transit shed, the recreation end, certain exclusive parking privileges and partial occupancy of the Navy drill hall. Under this lease, the university agrees to main-

Fifty-five bridges are operated by personnel of the Bureau of Rivers and Harbors.

tain the premises, furnish heat and pay the city $117,000 annually as rent. In addition the university assumes the obligation of restoring certain installations made by the Navy. For this restoration work, the university has set up a fund of $252,000 in escrow.

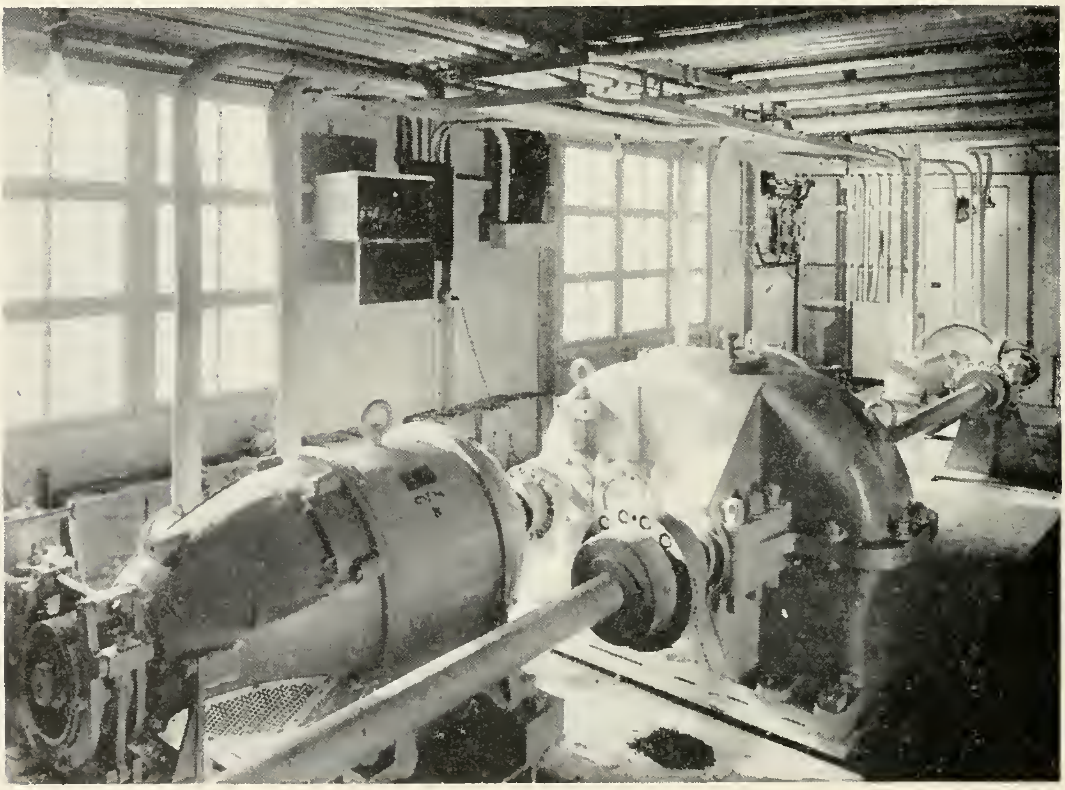
A settlement agreement has also been reached between the city and the Federal government for termination of the Navy's lease of the pier. Under terms of this settlement, the city is to acquire title to the structures erected by the Navy on the pier and adjoining property, including drill hall, new mess hall, storage shed and carrier pier.

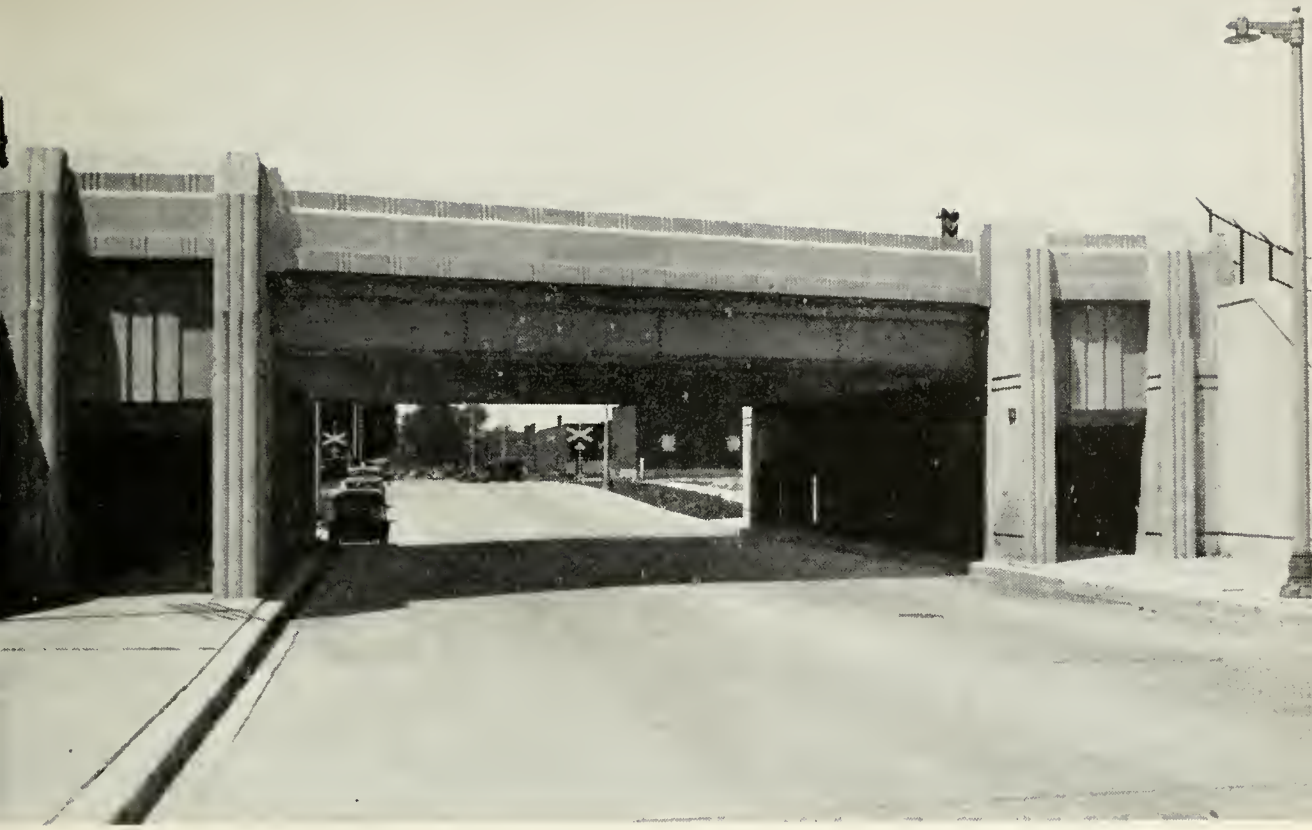
WAA Uses Pier for Sales

The city cooperated with the War Assets Administration in granting permission to make temporary utilization of the convention spaces (second level) of Navy Pier in order that surplus goods could be sold to World War II veterans.

Another lease provided for occupancy by the War Assets Administration of 224,000 square feet of space in the south transit shed. Under terms of the lease, the War Assets Administration will pay the entire cost of remodeling the premises and of furnishing heat, janitor services and general maintenance after construction. In addition, the agreement will include a restoration obligation. The lease will produce a net revenue of $102,000 for the first year and $116,000 net for the following years.

The lifting of a bridge calls for an enormous amount of power. This is the machine room of the South Western Avenue bridge.





View looking west on West Wrightwood Avenue, showing completed subway under Milwaukee Road tracks.

SPECIAL IMPROVEMENTS

help to eliminate dangerous crossings and traffic bottlenecks.

With its growing population and corresponding increase in vehicles, Chicago—which is interwoven with railroads — presents a complicated problem in expediting and safeguarding street traffic.

Chicago is unique among large cities because it is the national hub of all railroad, aviation and industrial activities. In order to untangle and separate the different kinds of traffic, a great deal of track elevation must be carried out. The resulting structures under these elevations also require construction.

Many of our important thoroughfares are still totally or partly blocked at certain locations by railroad embankments. Some of these thoroughfares were widened for great distances to facilitate the movement of a large volume of traffic, only to be suddenly constricted in places where obsolete railroad structures exist.

In the last fourteen years serious consideration has been given to breaking down "Chinese Walls" and bottlenecks caused by railroads which separate contiguous communities within our city. As a result, material progress has been made in the designing and construction of many meritorious projects. These projects are the good works of the Special Improvements Division of the Department of Public Works.

Since 1933, fourteen improvements were completed at a total cost of $12,050,000 in various sections of the city. The curtailment of materials and the shortage of manpower during the war years and present unsettled post-war conditions have prevented the construction of more than $4,000,000 of additional projects. These involved the elimination of railroad grade crossings, traffic hazards and bottlenecks. They also provided for the opening of streets across railroad rights of way throughout the city.

Kelly's Pay-As-You-Go Financing

In the fourteen years prior to 1933 all improvements were paid for partly out of special assessments levied against property owners and partly out of money raised by public bond issue. In 1933 a new and sound basis of financing was introduced by Mayor Kelly. All improvements completed after that time, with the exception of Ogden Avenue between Cornell and Rees Street, were financed on a "pay as you go" plan with money obtained from the city's share of motor fuel tax, grants from the Federal government and participation in the expense by the railroads. *Not one cent was paid for these subsequent improvements by special assessments against property owners.*

The East 103rd Street viaduct, which carries traffic safely and swiftly over Nickel Plate and C. & W. I. tracks, is more than 1,000 feet long.

Looking through the barrel of the subway roadway of the North Austin Avenue improvement between Bloomingdale and Courtland.

How to Save $750,000

The present trend in financing railroad grade separations in some sections of the country is based on the theory that the railroads should participate only to the extent of proven benefits to the railroad—in most cases not to exceed 10 per cent of the cost of construction. Various municipal, state and governmental agencies have entered into agreements on this basis.

The policy of the City of Chicago is to present the individual merits of each case, which are argued before the Illinois Commerce Commission by the Corporation Counsel, assisted by public works engineers. As a result the city has obtained orders from the commission apportioning from 20 to 40 per cent of the cost of various projects against the railroads. The resultant savings to the city on ten of these projects completed in the last fourteen years is approximately $750,000. This has been accomplished despite the use by the railroads of some of their highest officials and expert witnesses to testify for them.

Railroad Track Elevation and Depression

A phase of city development in which comparatively little progress has been made since 1919 is the elimination of railroad grade crossings and the opening of streets blocked by railroad embankments. Largely due to the inability of the railroads to finance large expenditures, the City of Chicago has been limited to the construction of individual grade separation structures, most of which have been designed and constructed in the last fourteen years by the Special Improvements Division.

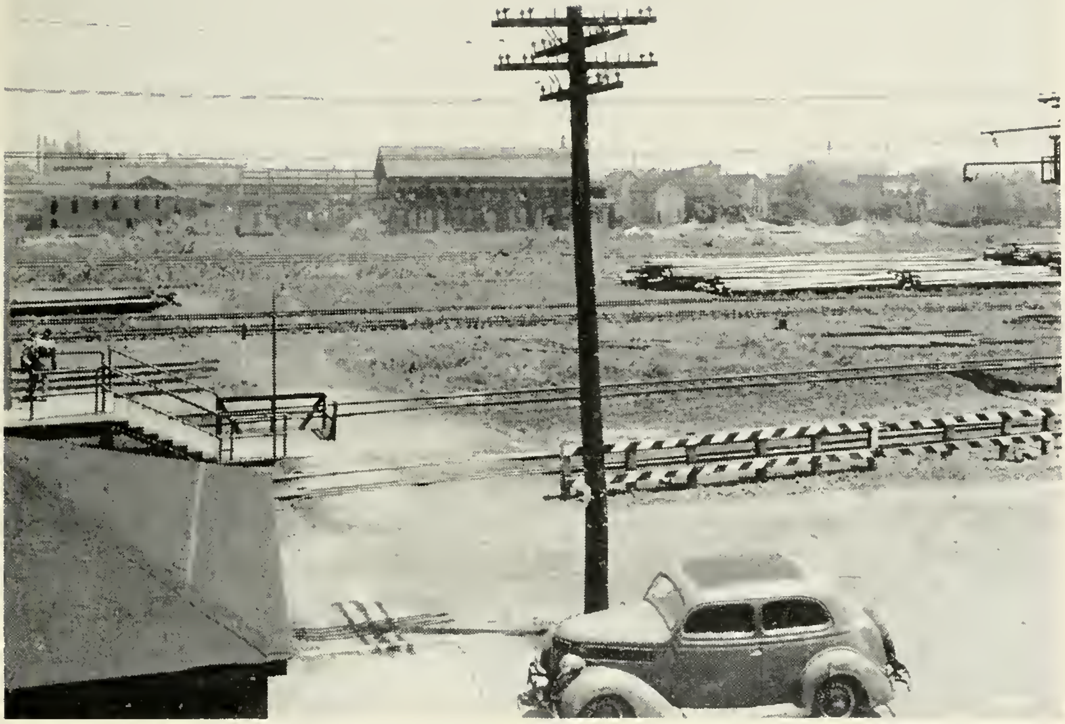
In the last six years, the division has succeeded in securing authority for preliminary planning of a comprehensive program, involving eight railroads and 23.4 miles of roadbed. When these roadbeds are elevated or depressed, they will eliminate 104 of the most dangerous and inconvenient grade crossings in Chicago. What this will mean in terms of life and limb may be gathered from the fact that in one year five fatalities and 178 accidents occurred on just *one* of these railroads.

In portions of the city where development has been rapid and traffic volume greatly increased, there are a number of tracks over which high speed streamliner and suburban passenger trains operate with a toll of pedestrian and vehicular accidents. At other locations, long freight trains and switching movements, in and out of terminal yards, constitute a source of annoying and expensive delays to the free movement of pedestrians and vehicles and to commercial deliveries.

The Federal government, recognizing the importance of this work, has allotted $100,000 to the city for making complete plans and specifications on these projects. The demand for immediate action from the fast-growing outlying sections of the city makes it imperative that these projects be carried on to completion.

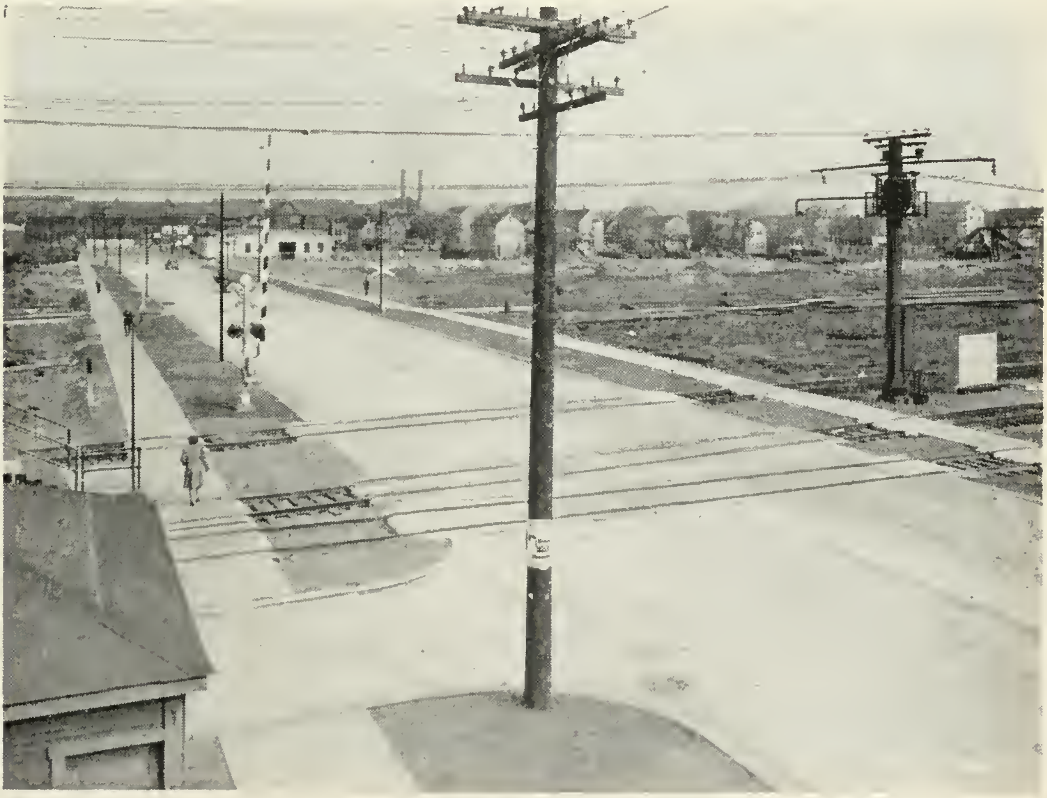
The grade separation projects planned by the Special Improvements Division have taken their place as part of the seven-year Greater Chicago program. They constitute a start on removing the remaining grade crossing hazards. In some cases the work immediately pro-

Subway at 74th and Damen—eliminating another rail crossing hazard.



Scene of a proposed and much needed improvement at 87th Street *before* construction had begun.

This is the same location as that shown in the picture at the top of the page *after* the improvement had been completed in 1946.



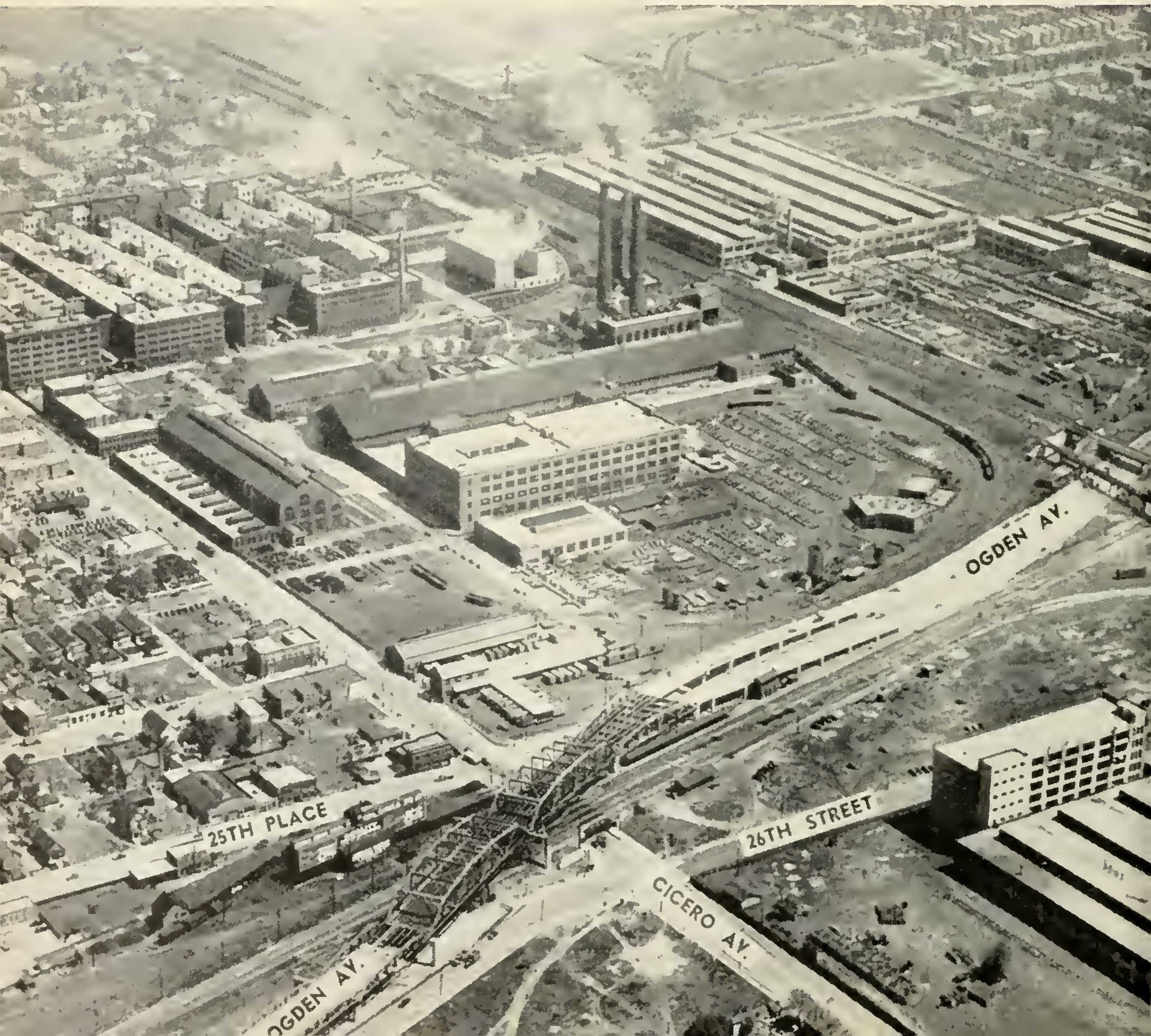
posed involves the reconstruction of obsolete underpasses which are a threat to the safe movement of today's heavy volume of vehicular traffic; in other cases they consist of the opening of presently blocked streets. In all cases, their construction will definitely facilitate the movement of traffic, and will materially reduce accidents.

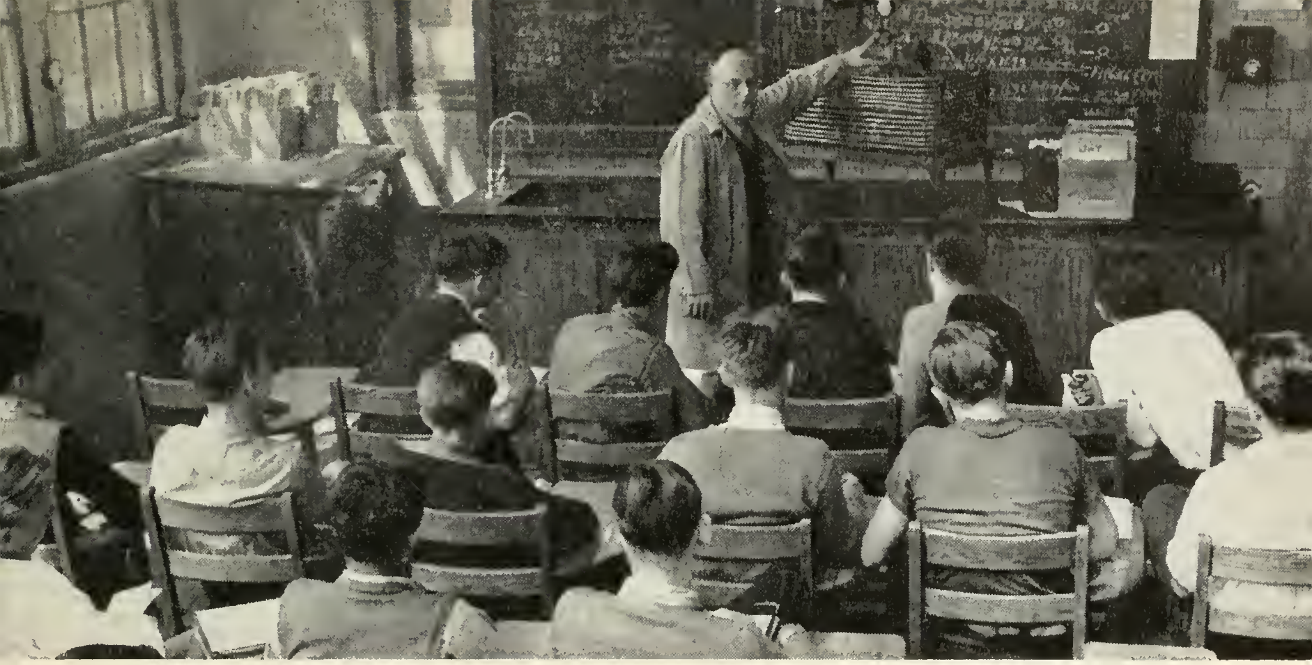
In addition to the projects specifically included in the seven-year program, the general grade separation studies made by the Special Improvement Division will be continued and pressure will be maintained to get the railroads to pay their fair share of these urgently needed improvements.

Pedestrian Subways

There are many communities in which the residential district is separated from the shopping district, schools, recreational facilities, transportation and churches by railroad embankments which require long detours to reach them. A number of these dangerous short-cuts have been replaced by the division with safe pedestrian subways.

Construction of viaduct at Ogden and Cicero Avenues.





CHICAGO'S BOARD OF EDUCATION

brings the knowledge of all lands, arts and sciences to 400,000 students each year!

Since 1917 the Board of Education of the City of Chicago, under the provisions of the Otis Act, has been a separate body politic and corporate from the City of Chicago. It passes its own budget, selects its own employees and is charged by law with the duty of providing educational facilities for approximately 400,000 pupils. Under the Otis Law, the affairs of the Board of Education are governed by a board consisting of eleven members appointed by the Mayor for definite terms with the approval of the City Council. These members of the Board of Education serve without any compensation whatsoever. The board selects three executive officers: the Superintendent of Schools, who has charge of the educational department and the employees therein; the Business Manager, who has charge of the business department and employees therein; and the Attorney, who has charge of the legal matters pertaining to the board.

School Conditions in 1933 Required Extraordinary Measures

In 1933 the school system was in a deplorable condition. Unpaid school teachers were parading the streets to arouse public interest in their efforts to collect 26 million dollars in back salaries. Business men were importuning the board for payment of accounts totaling 5 million dollars for supplies delivered but not paid for. Credit for

James B. McCahey, president of the Board of Education.

additional supplies was refused. Tax warrants found no market. The shaken morale of the unpaid teachers had an immediate effect on the pupils, thousands of whom were housed in long neglected school buildings, in tin portables or in inadequate rented quarters. The situation called for prompt and drastic action. The only alternative offered to that of closing the schools, as many suggested, was the elimination of many activities regarded by leading educators as least necessary. This was done. The board made a reduction in the 1933 annual budget of $19,000,000, thereby keeping the schools open. Through the efforts of the Mayor and the cooperation of the legislature, necessary legislation was passed enabling the board to apply for a Federal loan. The Reconstruction Finance Corporation thereupon made a loan of $22,300,000 to the Board of Education to pay six months' back salaries to teachers and other employees. The outstanding bonded indebtedness of the board immediately after the loan was $41,900,000. As of 1947, the outstanding total bonded indebtedness will be less than $16,000,000.

Improved Finances

As a result of the carefully planned program of refinancing school matters, as well as operating the schools without curtailment of essential activities, the board was enabled to reestablish its credit so that when it sold tax warrants, instead of paying 6 per cent per year, the interest rate rapidly was reduced to less than 1¼ per cent; bond interest rates now are reduced from 4¾ per cent to 1¼ per cent per annum. All this has been done with the lowest tax rate for educational purposes of practically any school district in Cook County; the rate of the City of Chicago being approximately $1.33, as compared with rates of other Cook County communities, which range from $1.50 to $3.11 per $100 of assessed valuation.

New Buildings

Throughout the past ten years conditions have continued to be improved until today the children are housed in school buildings well ventilated, properly lighted and heated, safe and sanitary. Since 1935 and up to the beginning of the war, the board constructed 9 new high schools, 14 additions to existing high schools, 30 elementary schools, 40 additions to elementary schools and 5 stadiums. Over 300 existing school buildings have been thoroughly rehabilitated and redecorated. There are no more tin portables or rented stores. The teachers have been fully paid. Current bills for supplies are discounted. Tax warrants of the board find a ready market at lowest interest rates. School finances are in excellent condition.

The physical assets of the board have a value in excess of one-quarter billion dollars. It maintains 333 elementary schools, 40 high schools, 5 vocational schools, a junior college with 3 branches, a teachers college, upwards of 25 special schools, lunchrooms, kindergartens, physical improvement centers, hospital schools and many other units. Not only were new school buildings erected to take care of increased school population but parts of old buildings which a survey showed no longer met educational standards for school housing were

School woodworking shops feature modern equipment.

walking lesson in the Special School. chers in this school are medically trained.

Chicago Teachers College is one of the mo advanced institutions of its type in the U.

replaced with new structures. At the present time, there are 6 buildings and additions under construction. The Bureau of Building Survey is constantly studying not only present but also future needs for schools and school sites and at the present time a number of sites for future schools are under condemnation in the courts.

These new schools and additions have been located on all sides of the city after a thorough survey of the educational needs of old and new communities. Among the high schools erected during this period are the Dunbar, Wells, Steinmetz, Taft, Lane, DuSable, South Shore, Chicago Vocational and Gage Park. Public stadiums have been erected at 82nd and Yates, Central Avenue and Fullerton Avenue, Roosevelt Road and Central Avenue, Lane High School and Damen Avenue and Foster Avenue.

Defense and War Activities

During this period the national defense program was inaugurated, in which the Board of Education took an important part, particularly in providing facilities for training men and women in the crafts essential to the national defense. After December 7, 1941, efforts in national defense became war efforts and the schools continued to offer their facilities and services freely to the United States government. One hundred and sixteen thousand civilians were trained for national defense and for work in war industries in courses offered in the Chicago public schools. Salvage drives for metal, paper and rubber were held throughout the schools. The schools were open for registration for selective service and for the rationing programs under OPA. The children in the schools and the employees of the schools purchased war stamps and war bonds in the amount of $60,706,658. The last school to be used by the United States government in the service was the Chicago Vocational School, which was turned back by the U. S. Navy to the Chicago school system in April of 1946.

Veterans Schools

Now the schools are continuing their contacts with the United States government in an extensive GI training program for returned veterans under the GI Bill of Rights and, as of today, 11,629 veterans are being trained and prepared for crafts and professions in Chicago public schools. Today there are three of these schools, the Tilden on the south side, the Crane Technical High School on the west side and Schurz High School on the north side, in which there are special physical facilities and special teaching corps for GIs only. Veterans schools are organized on all levels from elementary through the junior college. In addition, the 40 day high schools and 8 evening high schools have made special arrangements for assisting those who returned after an interrupted educational period caused by the war.

Accreditation of Schools

Throughout the 14 years which have passed and since 1933, all the schools of the City of Chicago have been accredited by the ac-

Wholesome hot meals are served to school children at nominal prices.

lad is working on a craft project in the ital school for shut-ins.

Panthers
Circus
Buffalo
ord

An elementary school adjustment teache works with a pupil.

crediting agencies. While much has appeared recently in the public prints regarding a threat of withholding the accreditation of Chicago high schools in the future, such threat is not based upon a charge that Chicago schools are not of a high standard or lacking in educational qualifications, but on the specific objection of certain persons having to do with such accreditation, to the existing provisions of the Otis Law regarding the method of selecting board members and the provision setting up the central organization of the Chicago schools.

Teacher Qualifications

During the past 14 years standards for qualifying for teaching services have been constantly raised in both elementary and high schools. For instance, the elementary teachers are required now to attend Teachers College for four years, whereas formerly the requirement was three years; the high school teachers must, for all academic certificates, have master's degrees in their subjects.

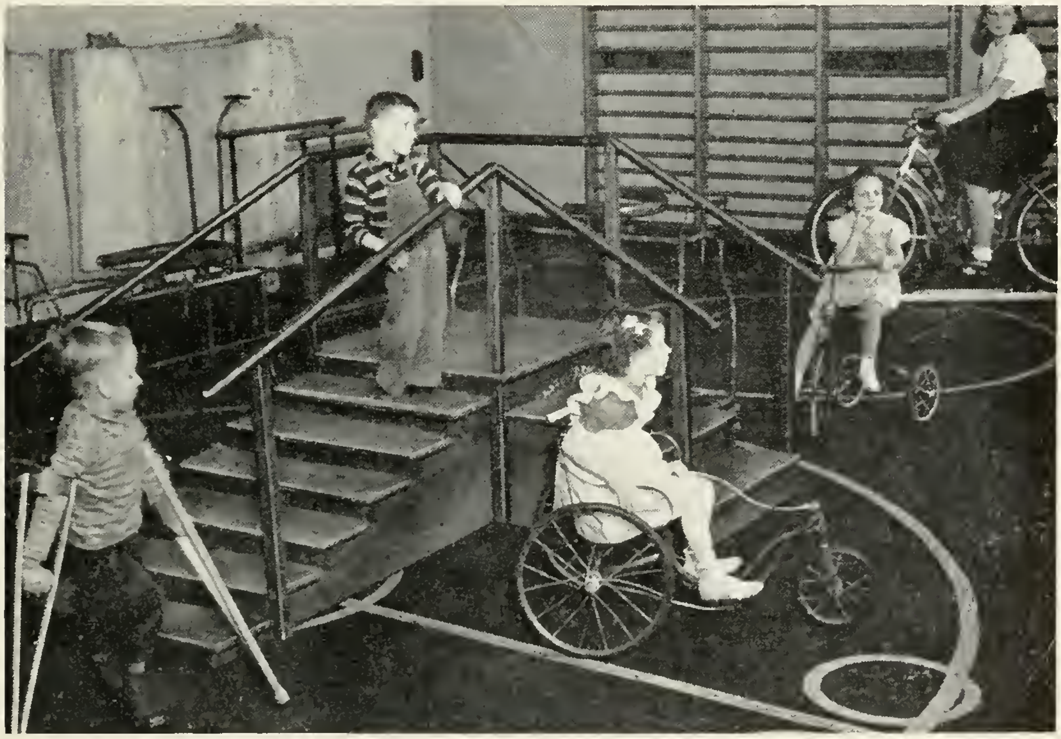
Trade and Vocational Schools

For many years the high school curriculum was designed to emphasize the academic phase of education; but a survey was made that showed that, of the students who went to high school, less than 10 per cent went on to college. The board concluded that something should be done for further training for the 90 per cent who did not go on to college. Educational, business, industrial and labor leaders were called upon for advice and help, and as a result there was introduced into the school system a plan of real vocational training for the high school students. Trade schools also were established where mechanics could attend at night or during the day and further equip or perfect themselves for better or more important positions in the world of industry. Industrial leaders, acting as committees, contributed not only valuable advice but also saved thousands of dollars on the cost of equipment and in some cases even contributed valuable equipment. The result is that today the public schools of the City of Chicago stand in the forefront of vocational training throughout the country. The Washburne Trade School, Dunbar Trade School, Manley Trade and Vocational School, Chicago Vocational, Westcott and Richards Trade Schools have attracted nation-wide interest because of the quality of the training made available in these institutions.

Textbooks

Another subject that early claimed attention was the cost of textbooks. By law, the Board of Education of Chicago must supply free textbooks to its students, but another statute in force in 1933 required that those textbooks should be selected from a list which had a fixed price for each book regardless of the number bought. The Chicago Board of Education found, for instance, that a reader which cost Chicagoans 72c was selling for 36c in Texas schools. The board advocated the passage of a law making it possible for it to buy textbooks through competitive bidding. The legislature cooperated by passing the law and as a result $150,000 a year was saved the Chicago taxpayers on textbook purchases.

A room in the special school, equipped with highly specialized appliances.



Evening high school. A mechanical drawing class at Schurz.

Jones Commercial High School

The Jones Commercial High School at Harrison and Plymouth Court, a school devoted exclusively to training in modern stenographic, accounting and secretarial work, was established to enable high school students who had started those subjects to continue their training to better qualify them for positions in the business world. The business men of Chicago have found its graduates very well qualified.

Lunchroom Facilities

In all public high schools and in many of the elementary schools, hot, nutritious lunches are served at cost to the pupils. In cases where, for any reason, a child would go hungry because of lack of money to pay for the lunches, teachers and lunchroom managers see to it that the child is served a free lunch, without the knowledge of any of his fellow pupils. In addition to the milk served in the lunchrooms, approximately 91,000 bottles of milk are served daily at 2c per bottle to the children in schools not equipped for hot lunch service. All milk served must pass rigid inspection and be approved by the Health Department.

Instruction by Radio and Television

In accordance with the policy of the Board of Education to adopt all improvements in educational methods, it inaugurated and developed instruction by radio, television and motion pictures in its high and elementary schools. The Chicago schools are among the leaders in the use of these valuable modern educational aids.

Intercultural Relations

Intercultural and race relations have a definite place in the school program.

Reading Efficiency

A special program for developing reading efficiency, which has served as a model for schools throughout the country, has been working successfully in Chicago public schools for the past ten years.

Kindergarten in each Elementary School

Kindergarten facilities have been expanded to every elementary school in the system.

Reserve Officer Training

Ten thousand high school students are receiving the benefits of R.O.T.C. training in military tactics and also in leadership.

Adult Education

Twelve thousand adults avail themselves every year of evening school courses in different schools in the city. They learn to read and write the English language, complete their elementary school education for elementary school diplomas, continue and complete their high school education for high school diplomas, take advantage of two

Study room in a Chicago school for war veterans.

year junior college work, and learn hand crafts. In addition to this, there are approximately 6,000 adults enrolled in Americanization classes in the schools, most of whom are preparing for American citizenship.

Libraries are maintained in all of our high schools and 312 elementary schools.

Student, Parent, Teacher Interview Day

Another valuable educational aid introduced in and used by the Chicago schools is the parent, teacher, student interview day for the purpose of guiding the student in deciding the fields of his future activities. In all schools the meeting of the parent, teacher and student for the purpose of giving consideration to choosing the student's next educational step has resulted in saving the student months of wasted effort in trying to find the type of work to which he is best adapted.

Class Loads, Adjustment Service and Counselling

In the last ten years the following valuable services have been inaugurated and developed in the Chicago public school system: adjustment service in elementary and high schools, placement counselling in the high schools, attendance counselling in high schools, libraries in elementary schools, reduction in teacher load from 41.5 to 33.5 in the elementary schools and from 32.1 to 25.7 in the high schools.

Health, Physical Education and Recreation

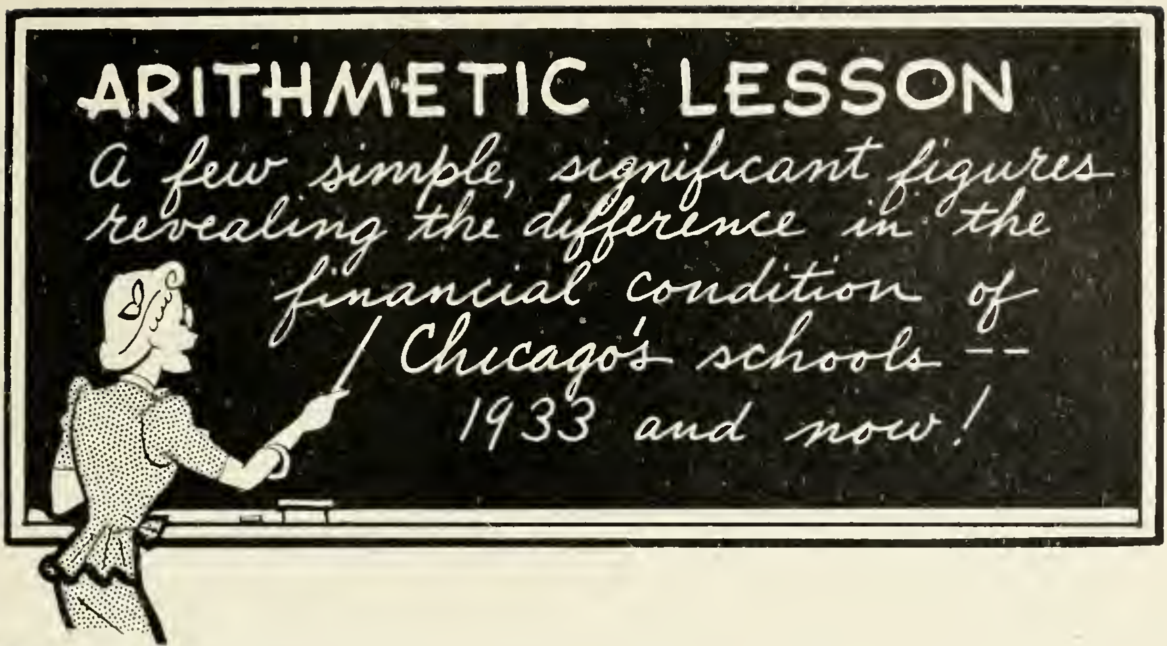
It is in the last decade that the greatest progress has been made in health, physical education and recreation. In 1937, a weekly period of health instruction was added to the program of all high school students. In the fall of that same year a plan of health guidance and instruction was initiated to include all the elementary schools.

Anticipating the increased fitness demands upon youth, Chicago introduced in 1941 a daily instead of weekly period of health and physical education.

During the war, class work emphasized the development of greater strength, endurance, stamina, and bodily coordination through diversified activities, including conditioning exercises, tumbling and stunts, sports, rugged mass games, apparatus, swimming and team games.

During the last ten years many school gymnasiums, play fields and swimming pools have been rehabilitated with modern equipment. Recreation facilities were increased, including the building of five athletic fields for intramural and interscholastic sports.

The sports' program in the high schools has been extended to include nineteen different sports. The highlights of this program are the annual charity football and basketball games between the cham-


ARITHMETIC LESSON
A few simple, significant figures revealing the difference in the financial condition of Chicago's schools -- 1933 and now!

WE WANT OUR PAY

1933	1947
OWED $26 MILLION IN BACK SALARIES TO TEACHERS WHO WERE PARADING THE STREETS.	THERE ARE NO UNPAID TEACHERS.
OWED $5 MILLION IN BACK BILLS FOR SUPPLIES.	THERE ARE NO UNPAID BILLS.
TOTAL INDEBTEDNESS WAS MORE THAN $40 MILLION.	OUTSTANDING BONDED INDEBTEDNESS LESS THAN $16 MILLION.
ITS TAX WARRANTS COST 6% INTEREST PER YEAR. ITS BONDS COST 4¾% INTEREST PER YEAR.	BOND INTEREST RATES HAVE BEEN REDUCED TO 1¼%.

Current trends club—a typical activity at Wright Junior College.

* * *

Chicago's school playgrounds are spacious and enclosed with protective fencing.

Students in the R.O.T.C. parade down Michigan Avenue.

pions of the Public School League and those of the Catholic School League.

Recreational facilities for boys and girls have been increased through the operation of twenty-five high school swimming pools each summer since 1937, providing an opportunity for learning to swim and water safety.

Fifty dental clinics, staffed by Board of Health dentists, were built and are maintained by the Board of Education.

More than a thousand well-trained and qualified personnel are employed to carry on the broad program of health, physical education and recreation.

Community Centers

Plans have been formulated to provide a city-wide program of making many of the public schools of Chicago community centers through cooperation with the Chicago Park District, which is establishing small parks and playgrounds adjacent to such school buildings.

It is planned that the school facilities will be operated in connection with the park program for the community. Not only will the students have these facilities available but all residents of Chicago will have the use of school auditoriums and other facilities every afternoon and

One of Chicago's well-equipped kindergartens.

evening during the week. Thus, practically every section of Chicago will have the opportunity for community assemblies, indoor entertainment and athletic contests of every kind.

Such a plan can be put into operation more readily as a result of the program inaugurated by the school board some time ago of constructing new school buildings and reconstructing those already erected so that auditoriums and gymnasiums of the school buildings may be operated as separate units.

It is expected that this plan will be useful in solving not only the wants and needs of the communities at large but will be a helpful factor in curbing juvenile delinquency.

The program of the schools for weekly dances and other similar entertainments for the young folks will be expanded.

Music

The music education program in the last ten years has been one which has received outstanding civic, music and educational recognition both locally and nationally. The major activities are the city-wide choral, band, orchestra, class piano, solo voice, and instrumental competitions and festivals.

All the schools emphasize the patriotic and American theme in song. There is increased emphasis on assembly and community singing. Christmas carol programs take on a deeper meaning through the realization that America is one of the few countries today where Christmas is still celebrated. The national anthem is sung every day.

The high schools respond to many requests to appear at community functions.

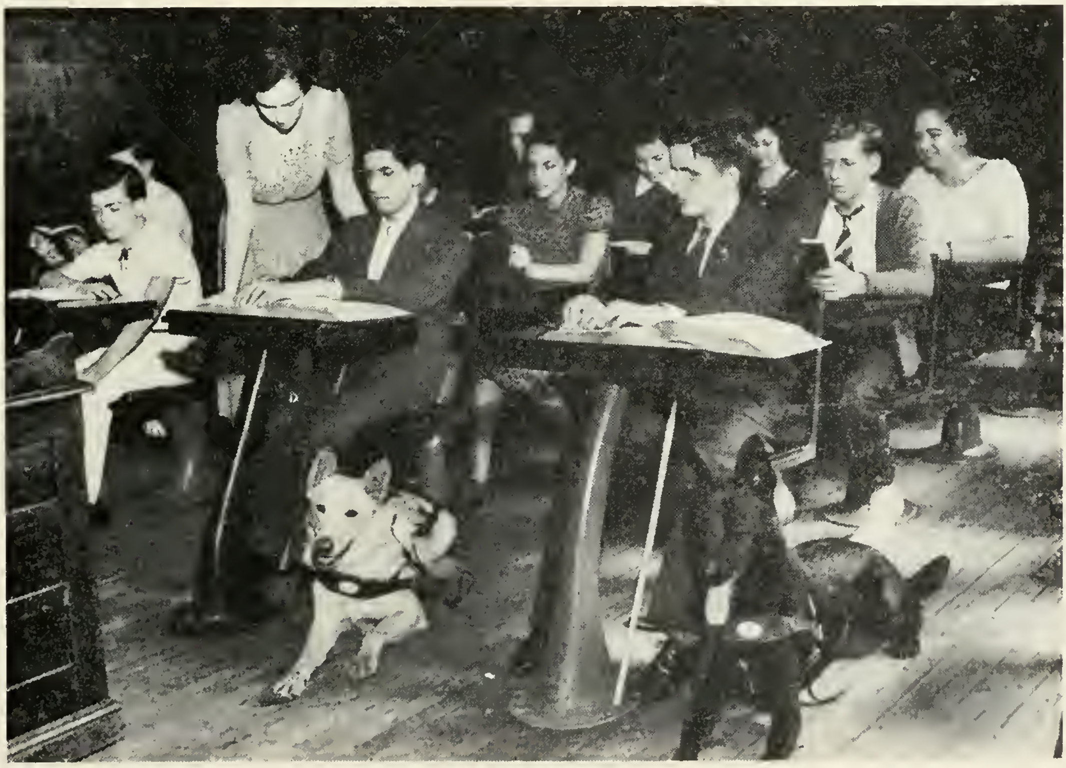
These have all proved to be motivating influences in the lives of the students of the Chicago public schools, as well as a challenge to and a prevention of delinquency among our youth.

The beautiful Christmas choral programs have established a bond of understanding between our schools, the students, and our city and civic life as a whole. Outstanding musical organizations such as the Chicago Symphony Orchestra and the Chicago Civic Opera cooperate with the schools by providing opportunities for attendance at regular performances and children's concerts, and for actual participation in some programs.

Art

Art education in Chicago has received national and international recognition through contests and exhibitions. The art development of pupils in Chicago comes through the expression of the child under the guidance of the teacher. All forms of art are taught in public schools by a well-trained staff, the objective being more to develop art appreciation than to develop professional artists. The Art Institute offers public school art students year-round opportunities, and recent national competition found Chicago students receiving highest honors. The Chicago Public School Art Society not only furnishes reproduc-

Blind students are provided with textbooks in Braille.



tions of great paintings to all schools but also gives art scholarships to talented high school students.

Crippled Children

First and outstanding in the field of special schools of the City of Chicago are the schools for crippled children, the Spalding on the west side, the Christopher and Gompers on the south side and the Jahn on the north side.

The Spalding School is equipped for both elementary and high school teaching, through the opening of a high school addition in 1942 making possible the offering of educational facilities through the high school grades. The two divisions of this school will accommodate 1,130 children.

The success of these schools for crippled children, including those with cardiac deficiencies and nursery school children afflicted with spastic paralysis, has attracted workers in the field from all over the world. Not only are the children provided with the best in educational care but physical improvement goes hand in hand with their educational achievements. They are taken from home to school and from school to home in comfortable buses especially designed for the purpose. At school they receive hot lunches. They also have the services of physiotherapists working under the direction of many of Chicago's leading physicians.

Oral centers for children hard of hearing are provided with special amplifying equipment.

February 12, 1809.
His home was a log cabin.
His parents were very poor.
United States

THE CHICAGO

PUBLIC LIBRARY

Largest Circulating Library in the World.

Educated, book-loving Chicagoans can take extraordinary pride in the fact that our Public Library is *the largest circulating library in the world.* And we are entitled to two kinds of pride—pride in the literacy of our citizens, and pride in our city government which has responded to the tremendous demand for literary treasures of all ages, races and lands.

Nor are these mere euphemisms. In a city of 3,600,000 people, 700,000—or nearly one fifth—have library cards, and use them. They have their choice of more than two million volumes, one of the largest collections in the world—and the annual book withdrawals now exceed 12,000,000. This means that, on the average, each book in the library has six readers per year. It also means that the average Chicago card holder reads approximately seventeen public library books per year!

Half Century of Growth

Librarian Carl B. Roden, who has served as librarian for twenty-eight years and been an employee of the library for more than fifty years, can remember the day when a branch library meant a little corner in a flower shop or in a neighborhood hardware store. People would put in their applications for books, then wait for them to be delivered from the main library downtown. Now the Chicago Public Library serves 4,000 to 5,000 people daily in the main library, and 30,000 or more in the institution's 59 branches. All

Carl B. Roden, Librarian

but sixteen of these branches, it might be added, are located in buildings of their own. Only the advent of war, and the subsequent housing emergency, have impeded Mayor Kelly's determination to see that all branches of the library are housed in modern structures of their own. In the past ten years more than $500,000 has been expended on branch library construction, and many branches have been rehoused in new and attractive quarters throughout the city.

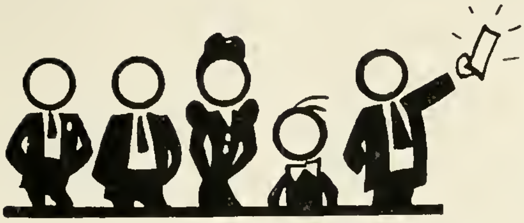
For example, in Woodlawn an unsafe, antiquated building was torn down and replaced with a modern structure. Through the construction of an addition, the Blackstone Branch at 38th and Lake Park Avenue was given greatly enlarged facilities. Another spacious building was constructed for the South Chicago Branch, and still another for Lakeview. Every one of these buildings not only represented extensive physical improvements but also provided a great increase in service and general library facilities.

Books for Schools and Communities

Every high school in the City of Chicago has a library of from 3,600 to 5,000 volumes. These books are paid for by the schools and

The Ella Flagg Young room, devoted to education and pedagogy.

Greatest
CIRCULATING LIBRARY IN THE WORLD



ONE OUT OF EVERY FIVE CHICAGOANS HAS A LIBRARY CARD.

TWELVE MILLION BOOKS ARE WITHDRAWN FROM THE CHICAGO PUBLIC LIBRARY ANNUALLY.

EACH BOOK HAS AN AVERAGE OF 6 READERS PER YEAR.

THE AVERAGE LIBRARY CARD HOLDER WITHDRAWS 17 BOOKS PER YEAR.

In the Last 10 Years More than $500,000 Has Been Spent on the Construction of Branch Libraries.

★ ★ ★

Each Year the Library—Which Was Practically Bankrupt in 1933—Now Spends Over $350,000 to Buy New Books and Repair the Ones It Owns.

★ ★ ★

The Chicago Public Library Serves 35,000 People a Day—or Nearly 11 Million Patrons a Year.

★ ★ ★

The Library is a City-Wide Institution with 43 Branches Located in Buildings of Their Own.

THE
CHICAGO
PUBLIC LIBRARY
BOOKMOBILE

STUDY COURSE
ON
GUIDANCE OF
ADOLESCENT
READING

Above: Factory door service is offered to library patrons by the "bookmobile."

Left: An afternoon study class, meeting in the Woodlawn branch library.

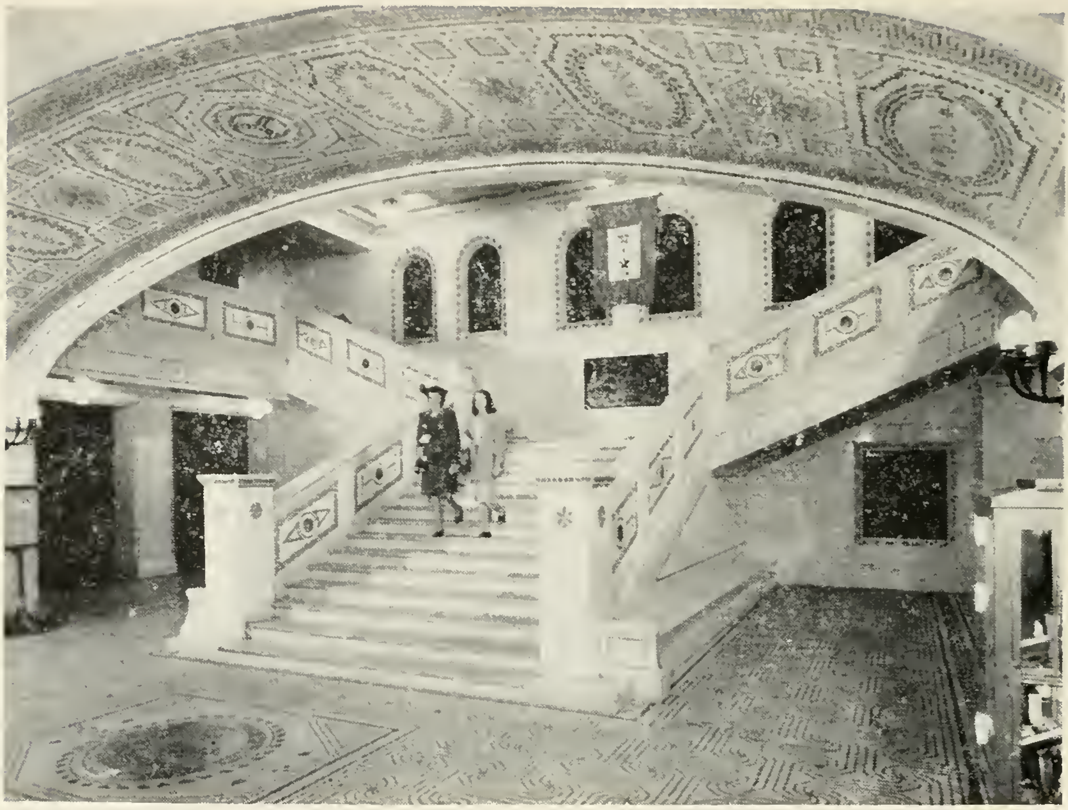
Below: Circulation department and open shelves of the main library.

Above: An art room display in the Randolph Street corridor.

Right: Blind patron reading Braille editions of the Reader's Digest.

Below: Free musical concerts in the main library are a popular noontime activity.

Reader's Digest
Reader's Digest



The mosaic tile work and marble construction of the main library, viewed from the Washington Street corridor.

supervised by the library board. The library also inaugurated a book lending system in the grammar schools, sending out 50 books per schoolroom twice a year. And, in addition, thousands of books are loaned annually to library subscribers by means of mobile library trucks which travel from community to community.

Taking the Library Out of Debt

The splendid facilities and sound financial condition of the Chicago Public Library of today present a remarkable contrast to the deplorable condition which existed in 1933. As most of us remember, the city itself was virtually bankrupt. The library was particularly hard hit because its yearly income had fallen off by almost a million dollars. It was necessary to cut salaries, but even then payrolls were due and unpaid—and there were unpaid bills totalling $435,000. Things were so bad that it was even necessary to appeal to the public for gifts of books to help fill up the shelves.

At that time Mayor Kelly, through his deep and personal interest in the welfare of our public library, worked night and day to obtain new legislation which gave Chicago's Library Board the right to make an adequate budget. It then became possible to resume the prompt payment of salaries, the payment of overdue salaries, and to restore a budget which would permit the purchase of new books, as well as keep in repair the hundreds of thousands of books in constant circulation.

Today the Chicago Public Library is able to invest more than $250,000 annually for new books and spend more than $100,000 for the repair of volumes already on the shelves.

Gifts from England

Until the Great Fire, in 1871, there was no Chicago Public Library. Immediately after this disaster, 12,000 volumes were donated by the people of England as a gift to the people of Chicago. The. donors included such immortals as Carlyle, Disraeli, Gladstone, Tennyson, Ruskin, and Queen Victoria. The library has grown from this precious nucleus to an institution which not only possesses 2,000,000 volumes of books but, in addition, great treasures in the form of drawings, paintings, etchings, stereopticon slides, musical recordings, newspaper, magazine and pamphlet files, as well as special recordings and books in braille for the blind.

More than a million questions a year are answered by the staff of the reference room, who also handle more than 30,000 phone calls for information each year. These questions include such diversified sub-

The new South Chicago branch is typical of many handsome branch buildings planned for the public library.

jects as "What was the highest wheat price in 1893?" "On what date was the ouija board trademarked?" "How many miles is it from Chicago to Mexico City?" "What's the best date to plant radishes?" "What are the ingredients used in burgoo stew?" These 30,000 phone calls were received entirely at the main library and were more than duplicated in volume at branch libraries. The reference department services include encyclopedias in seven languages, dictionaries, magazines, newspapers and complete files of U. S., British and Office of Alien Custodian patent records.

The civics and documents departments serve businessmen with financial services, directories, statistics, government documents, business and trade magazines, pamphlets and graphs. In addition there are special departments for teachers, young people, study groups, artists, and returned veterans. The art department represents the first step in the planned rearrangement under which books on separate subjects or groups of related subjects will be brought together in subject departments, equipped for reference and research as well as for lending to patrons for home use.

War Services

During the war the main branch libraries served as community centers for the mobilization and direction of many important war activities. These included Civilian Defense organization work, Civilian Defense and war information, and the veterans' information bureau—which served as a general referral center in all matters relating to veterans. This center specialized in education and vocational information. The service was extended citywise through the branches, and more than 20,000 veterans have availed themselves of this library facility.

During the war the library collected, sorted and packed more than 8,000,000 books for men and women in the armed services, and shipped these books to all parts of the world.

An Architectural Masterpiece

The central library building, located on Michigan Avenue between Randolph and Washington Streets, is one of the most beautiful structures in the world. Its interior comprises a series of masterworks in marble and mosaic. The architects of the library brought marble from Carrara and Siena in Italy, Connemanra in County Galway, Ireland, and in spots as widely separated as New York and the East Indies. Architects and students of the fine arts from all over the world for more than 50 years have admired the magnificent mosaics which embellish the balustrades, columns, arches and ceilings of Chicago's central public library.

The Reading Room of the Municipal Reference Library.

MUNICIPAL

REFERENCE LIBRARY

The Municipal Reference Library, on the tenth floor of the City Hall, is a fountainhead of information on every kind of data pertaining to municipal affairs and government. Its material has grown from 156,282 books and pamphlets in 1933 to 240,167 in 1946.

It contains proceedings and reports issued by the City Council, departments and bureaus of the city government, the county government, the board of education, the sanitary district, public library, park boards; municipal ordinances of Chicago and of many other cities throughout the nation; the building codes, sanitary codes, zoning regulations, and traffic rules pertaining not only to Chicago but scores of other cities, in addition to a vast multitude of other material.

This library is at the disposal of Chicago citizens, as well as officials and employees concerned with city and county governments. It is used freely by civics classes in high schools and university students. Frederick Rex, librarian, has achieved a national reputation as an authority on municipal affairs. Much of his time is devoted to compiling material for aid in the preparation of ordinances.

Following are a few of the many pamphlet editions of Chicago ordinances published by the Municipal Reference Library and sold at the cost of printing:

Building ordinances: Printed editions in 1941 and 1945; in addition to mimeographed reprints of chapters of the revised building ordinances as adopted by the City Council in 1937-1939. A new edition, amended to January 1, 1947, is in the hands of the printer.

Fire prevention ordinances: Printed edition in 1943; mimeographed reprint in 1939. New edition, amended to January 1, 1947, ready for printing.

Food and milk ordinances: Printed in 1942.

Defense housing code: Printed in 1942.

Heating ordinances: Mimeographed in 1937.

Plumbing ordinances: Mimeographed reprint in 1937; printed editions in 1941 and 1945.

Refrigeration ordinance: Mimeographed reprints in 1936, 1937, and 1946.

Undertakers ordinances: Mimeographed reprint in 1946.

Ventilation ordinance: Mimeographed reprints in 1937 and 1945.

Water Bureau ordinance: Mimeographed reprint in 1937.

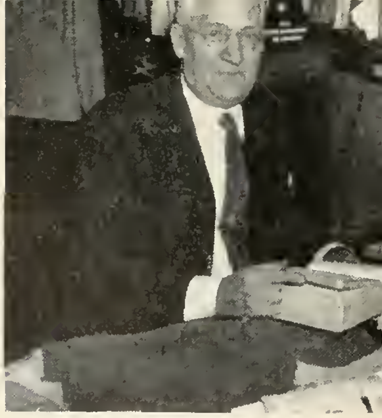
Zoning ordinance: 1942 and 1945 editions of revised zoning ordinance, with use and volume district maps. In 1937 and 1938, the 1927 edition of the Chicago Zoning Ordinance was corrected and brought up-to-date with the assistance of WPA workers, and made available for public distribution.

In 1939 a revised edition of the Municipal Code of Chicago was published by the Law Department. The sale and distribution of this volume was placed in the Municipal Reference Library. Each year since that date, the Law Department has issued two sets of Amendment Inserts for the Municipal Code, which were sold and distributed by this office. A new 1946 edition of the Municipal Code has just been published, and is being sold in the Library.

The sale of the Chicago Electrical Code, published by the Division of Electrical Inspection in 1938, was handled by the Library.

Check-list of Publications

As a means of assisting public officials, research workers, and those interested in civic matters, the Municipal Reference Library in 1936 inaugurated the compilation of a monthly mimeographed check-list of current publications, issued by the government of the City of Chicago and the various taxing bodies in Cook County. This check-list is still being issued. Copies are mailed to public officials, libraries, and



Frederick Rex, Municipal Reference Librarian.

others upon request. It has greatly extended the value of the library as a clearing house of information and facts concerning the City of Chicago and its government.

Government Charts

Because of the scarcity of material available for general distribution, relating to the government of Chicago, the Library, in 1936, prepared and had printed a chart showing the organization of our city government. Due to the large demand for this chart it was necessary to have a reprint made in 1938, in order that students might have this information for school use, and to fill requests from public officials and the general public. A similar chart was printed showing the six local governments in Cook County.

Index to Municipal Legislation

In 1937, the library published a mimeographed volume of 250 pages entitled "Index to Municipal Legislation"—a cumulative alphabetical subject index of municipal ordinances proposed in or adopted by city councils and similar bodies, as recorded in their printed official proceedings and journals. This index was completed with the aid of WPA workers. It is a cumulation of 42 numbers of the publication, "What Our City Councils Are Doing," issued during the period from June 15, 1922 to January 1, 1936. The list is one of the current publications of the library which is still being issued.

Historical Chronology

Since 1938 the library has been issuing a list of important events in Chicago's history, arranged chronologically, and released weekly by the Mayor's office throughout the year.

The Municipal Reference Library completed a compilation of the biographies of the mayors of Chicago during the one hundred years from 1837 to 1937, a total of thirty-seven mayors. This manuscript was mimeographed with the aid of WPA workers as a Chicago centennial memorial history.

Climate

Annually since the year 1935, the library has issued a compilation, containing comparative statistics on the climate of the principal cities in the United States.

Population

In 1935, the library prepared a compilation bearing upon the population of the City of Chicago and its suburbs since 1916. The study made note of the tendency of outlying centers of the city to grow at a much faster rate than districts within a three-mile radius of the loop or business district.

Civil Service

The civil service commissions of the city, county, state, and federal government give many examinations each year. The questions asked in previous examinations are constantly in demand, as well as reference and textbooks on the subject matter of such examinations. Requests are also made for information on personnel classification, mental tests and efficiency ratings, record forms, exempt titles in the civil service, and laws and regulations governing civil service. For positions which attract a large number of applicants, the library reprints the questions asked in previous examinations in mimeographed form, and distributes them to applicants at cost.

City Directory Information

The library contains the annual volumes of the Chicago City Directory, practically complete from 1871 to 1917, as well as the last two issues of the City Directory, dated 1923 and 1928, and the first City Directory issued in 1844.

The Chicago Telephone Directories from 1925 to the present date are available, as well as many old volumes of the Chicago Suburban Telephone Directory and the Classified Telephone Directory.

Supplementing this material, the library has on file the lists of registered voters in Chicago for elections which were held in 1898, 1900, 1902, 1936, 1939, 1940, 1946.

The lists of automobile, truck and chauffeurs licenses issued by the Secretary of State of Illinois for 1943, 1944, 1945 and 1946 are available for public inspection, and the 1947 volumes, as they appear, will be forwarded to the Municipal Reference Library.

An alphabetical card file was prepared, with the aid of WPA workers, listing all street names in Chicago, from the earliest maps and plats of the city up to the present time. Much of the foregoing material is helpful in tracing and finding the individuals sought for by anxious parents, relatives, friends and others.

"Pistol Packin' Mamas" was an act put on by a group of Hamlin Park youngsters, under the auspices of the Recreation Commission at a wartime OCD rally.

CHICAGO RECREATION COMMISSION

A new type of municipal planning and public education made its appearance with the appointment of the Chicago Recreation Commission by Mayor Kelly, in 1934.

As its initial task the Chicago Recreation Commission conducted a thorough survey of Chicago's recreational facilities and programs. The resultant five volumes of the *Chicago Recreation Survey,* published from 1937 to 1940, have been acclaimed as the most comprehensive survey of its kind.

In 1935 *Police Institutes,* in which 96 recreation leaders gave 216 lectures to 4,000 uniformed policemen on the recreational resources of the city, were conducted. They were repeated in 1936. The Police Department has since included this material in its training course for all new officers.

Free Tours for Chicagoans provided 400,000 persons with 3,000 brief walking tours to historical, educational and cultural points of interest in 1935-36.

The Chicago Probation Recreation Area Project, known as the "Fuller Park Project," was sponsored from June, 1935, to February,

A demonstration of shadow silhouettes stories for youngsters was given during an annual recreation conference.

1937. Recreation was used here as a form of treatment for delinquent and problem children.

Citizens' Recreation Training Institutes for nearly 1,000 Chicagoans were conducted in 1937. Additional volunteer recreation leaders were trained by the staff of the WPA training school of the commission-sponsored recreation project.

Extension of Play Spaces through use of vacant property was stimulated by the commission in 1935 and after. By 1941, four hundred lots had been cleared. Of these, 150 had some supervised play and 292 had some equipment. In 1940, two hundred ice skating areas were built on vacant lots.

A *Recreation and Juvenile Delinquency* study was conducted in which information was gathered on 13,516 boys and 7,900 girls between the ages of 10 and 17 in five areas of the city. The results were published in September, 1942.

Four Thousand Workers

At the beginning of 1937 all WPA recreation projects were combined into one city-wide project sponsored by the Chicago Recreation Commission. At its peak this project assigned 4,000 workers to 250 Chicago agencies. From 1937 to 1941 its recreation leaders provided 125,000 hours of recreational guidance monthly at a cost of from seven to ten millions of dollars for the four year period. The commission also sponsored three NYA recreation projects employing 500 boys and girls.

The commission's *Recreation and the City Plan Committee* has concerned itself with developing a long-term recreation program with the Chicago Plan Commission and helped develop the "Master Plan for Recreation Areas."

John P. McGoorty, chairman, Chicago Recreation Commission.

Recreation for Federal Housing Projects became the concern of the *Recreation and Housing Committee*. It stressed the need for adequate recreation facilities within each project. It also pointed out that recreation must be related to other community factors such as education, health, fire protection, etc.

Wider Use of the School Plant for community recreational activities has been the constant objective of a committee which has stimulated the establishment of community and dance centers in a number of

A boy and girl Drum and Bugle Corps from the Lincoln-Fullerton Community defense corps paraded under the auspices of the Chicago Recreation Commission.

schools and the opening of swimming pools in public high schools during the summer months.

Four pamphlets on the *Church and Recreation,* aimed to encourage clergymen and churchmen to increase the use of church facilities in community recreation programs, have been published.

Beginning in 1935 and continuing through 1946 an annual one-day *Recreation Conference* has been held with average attendance of more than 3,000. These conferences have stimulated wider use of recreational facilities, pointed out the need for more and better recreation, developed new ideas for leaders and urged programs of recreation for all.

During the war, the commission housed the headquarters of the O.C.D. American Youth Reserves (later the Junior Citizens Service Corps), and at present is encouraging the city-wide federation of teen-age centers—the Metro-Chicago Association of Youth Canteens.

In January, 1941, the Commission called together the original group that coordinated planning for recreation of servicemen in the city and assisted the Chicago Commission in National Defense to establish *Chicago's Servicemen's Centers.*

The Central Recreation Library is housed in the commission offices.

Publications

A major part of the task of public education has been carried on through preparation, publication and distribution of pamphlets, periodicals and books. Important among these are: "Leisure Time Directory" (nine editions) 100,000 copies; "Vacationing in Chicago" (five editions) 100,000 copies; "Recreation for Servicemen and Women" (four editions) 125,000 copies; and "Recreation News," published monthly.

A workshop demonstration in plastic craft at an annual recreation conference.

The Most Reverend Bernard J. Sheil talks to the members of four Chicago Sports Association football teams in the presence of Mayor Edward J. Kelly, Charles W. Bidwill and Thomas J. Bowler.

CHICAGO SPORTS ASSOCIATION

The Chicago Sports Association, Inc., is a civic body, sponsored by the City of Chicago, and created for the purpose of increasing the numbers of participants in competitive sports. The Association was organized by Mayor Kelly, in the fall of 1943, at the request of many sports and civic leaders of the city.

One of the important functions of the Chicago Sports Association is the operation of a series of coaching schools in the various sports. Classes are set up in many sections of Chicago, in co-operation with public and private agencies, along with the sports governing bodies, for the purpose of teaching the fundamentals and rules of the sport to boys and girls of all ages, without charge.

The coaching staffs are recruited from among the leading amateur and professional players and coaches in each particular sport, who serve without compensation. All equipment needed to operate the schools is furnished by the Chicago Sports Association. At the conclusion of the course, engraved diplomas are awarded to those having attended the required number of sessions.

Outstanding pupils are selected and formed into teams, and many of these are outfitted by civic leaders, after which they play championship schedules, with winning teams and individuals receiving City of Chicago Civic awards. In the 1946 football classes there were over 3,000 in attendance, from which group 6 teams of 15 boys each were selected and outfitted with complete football uniforms by Charles W. Bidwill, president of the Chicago Sports Association. The teams played a complete championship schedule of games.

Twenty-six basketball schools were held this year, in every section of Chicago, with over 5,000 boys in attendance.

The skating school program has been adopted by the Amateur Skating Union of the United States and the program is now being conducted throughout the nation. The cycling schools, which teach safety in addition to methods of riding a bicycle, have been conducted so well that the program was adopted by the Amateur Bicycle League of America. One of the youngsters from the cycling school won the Stock Bike championship of the United States in 1945.

Coaching schools have been conducted in soccer football in cooperation with the National Soccer League and the Illinois Soccer Commission; hundreds of young boys learned to play the game and are now playing in league competition. The same is being done in boxing, wrestling, ice skating, skiing, and softball. It is expected that similar schools will be organized in swimming, track and field events.

In addition to the coaching schools, other methods are used to increase interest in competitive sports. Public and private agencies are requested to enlarge their sports programs, and as an added incentive, civic awards are presented to the winning individuals and teams of such city-wide leagues and tournaments which are organized through this program. In this way the Chicago Sports Association has been instrumental in bringing more thousands of boys and girls into such sports as swimming, track and field, and basketball.

Outstanding sports and civic leaders are members of the advisory and executive committees of the Chicago Sports Association. The officers, in addition to Charles W. Bidwill, are Thomas J. Bowler, treasurer, and Harry Berz, executive secretary.

The huge, modern swimming pool built in Riis Park in 1936.

THE CHICAGO

PARK DISTRICT

plays host to fifty million
Chicagoans and visitors a year.

As a result of its recreation program, the Chicago Park District has set the pace nationally in public use and attendance at park facilities and events. Actual counts of participants in park activities and events where attendance can be recorded show that over 50,000,000 men, women, and children enjoy the parks and benefit from them annually.

This program includes sports and games, both indoors and out, covering instruction and leadership in practice and competition in all the major sports, and the organization of independent self-governing associations to promote each sport; extensive development of hobbies, arts and crafts in shops equipped for the purpose in the fieldhouses; active development of amateur dramatics and music, with local choruses, orchestras, bands, and community singing programs. It includes the application of social recreation, with public gatherings in assembly halls, games rooms and clubrooms, which emphasize social and square dancing and the promotion of a "clubhouse" atmosphere;

James H. Gately, President of the Chicago Park District.

the stimulation of community festivals, such as anniversary observations, Fourth of July celebrations, homecomings, water carnivals and other demonstrations; a more intensive use of the inland waters in the park system highlighted by the development of the Rainbow Fleet, an organization of youth sailing boats made by themselves. All of this was further enlarged by "learn to swim" campaigns, model yacht and model power boat activities, and a widespread development of casting, fly-tying, and other activities related to the sport of fishing.

A new era affecting Chicago's parks began in 1934 when the then existing twenty-two independent park districts, all located within Chicago's city limits, were merged into the Chicago Park District. Since then the 135 parks, 205 miles of boulevards and 28 miles of Lake Michigan shoreline and Outer Drive improvement have been operated as one unit, city-wide in scope and with greatly extended and improved recreation services and facilities.

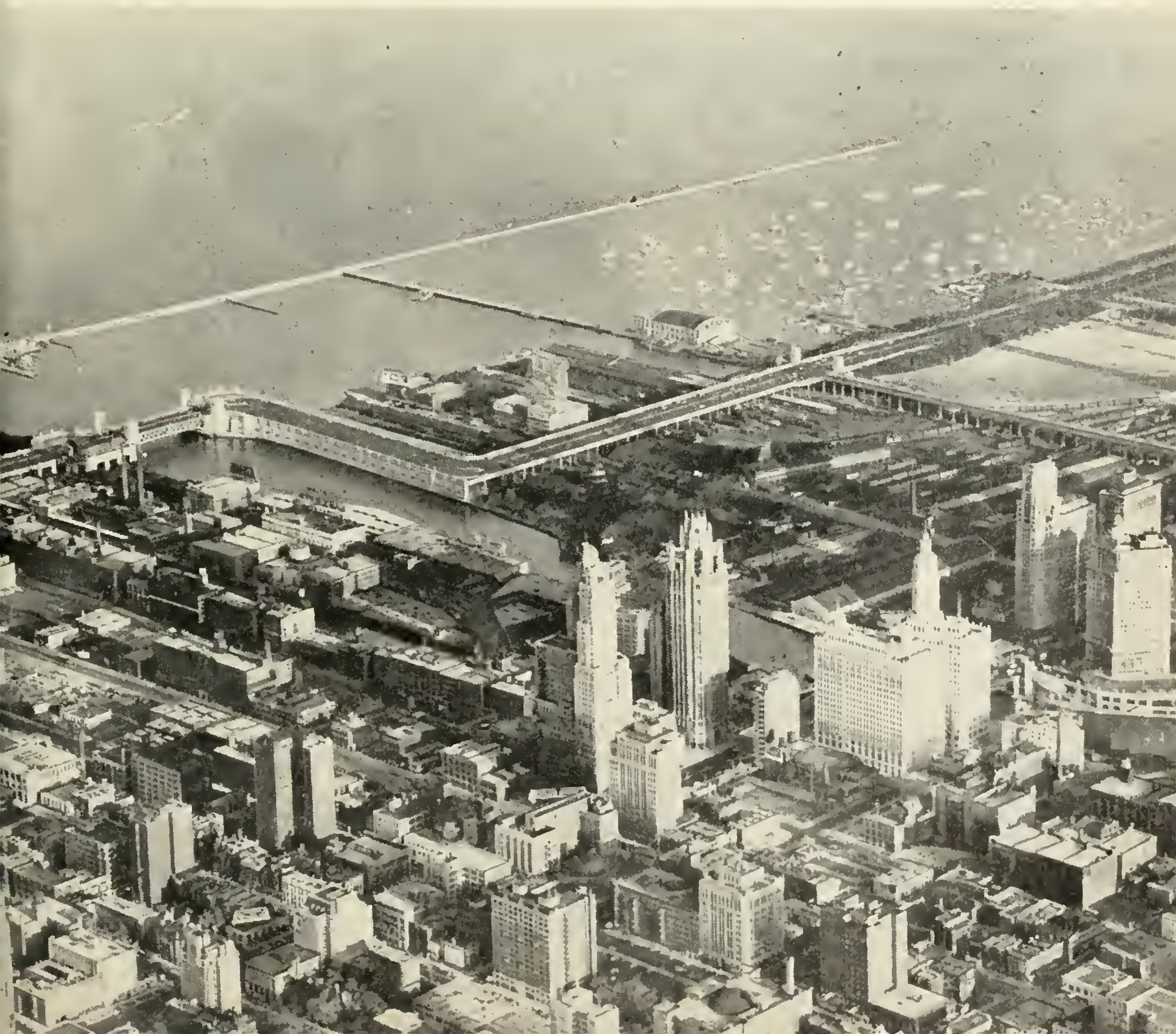
Parks in Critical Condition at Time of Consolidation

The first Board of Commissioners appointed by Mayor Edward J. Kelly to administer the merged park districts was headed by R. J. Dunham as president. The physical properties and financial condition of the superseded park districts were in a critical condition prior to the merger because of delayed tax collections, the world's worst depression and, in some instances, wasteful administration. Several of the districts were practically bankrupt, most of them owed employees' salaries in substantial sums and many had defaulted on bond issues. Buildings, outdoor structures and plantation areas had suffered almost total loss, in some instances because of lack of maintenance and care. These conditions complicated the problems of combining twenty-two separate municipalities into one smoothly functioning publicservice organization.

Business-like Methods and Careful Planning Essential

The commissioners, with the constant help and cooperation of Mayor Kelly, overcame the major difficulties in administering the wide-spread park facilities in their charge by adhering (throughout the years) to careful planning and strictly business-like methods. They have succeeded in greatly expanding and intensifying community service in all of the parks and in placing the properties of the system in excellent physical condition. These policies have continued without abatement since Mr. Dunham retired from the presidency in May, 1946, and was succeeded by James H. Gately, as president, with Jacob

One of the greatest Park District achievements of recent years was the completion in 1937 of the outer link bridge, dedicated by President Roosevelt.



M. Arvey, Joseph W. Cremin, John H. Levin and Wm. L. McFetridge, as commissioners.

Sound Financial Basis Established

Within two years after consolidation, the parks were placed on a sound financial basis, with nearly $100,000,000 of defaulted bonds and interest and other obligations entirely refunded and in good standing; with all employees' past due wages liquidated; with 80 per cent of all outstanding tax anticipation warrants paid and with current operations conducted on a strict cash discount basis. This condition has continued ever since. In the intervening years, the total outstanding indebtedness has been cut from $127,138,306.93 on May 1, 1934, to less than $63,000,000 on September 30, 1946.

Parks Rehabilitated

Park buildings, bridges, pavements, lighting, water supply and drainage systems, and all plantation areas have been rehabilitated and consistently kept in a satisfactory state of maintenance and repair throughout the ensuing years. Thirteen buildings, formerly offering no direct service to the public, have been altered, repaired or enlarged to provide fieldhouse use in recreation and other community activity. All other fieldhouses have been completely rehabilitated as to both exterior and interior.

Additional Facilities Improved

Additional clubrooms, gymnasiums and other facilities have been added at many parks where buildings offered opportunity. In this program every part of the city has been benefited. All neighborhood

This attractive pedestrian overpass in Burnham Park is one of more than thirty over-or-under crossings provided since 1934.

View of Oak Street beach and North Lake Shore Drive. This entire shore front with driveway has been rebuilt and improved since 1934.

parks throughout the city, as well as the larger north, northwest, and southwest side inland parks have had plantation areas rebuilt, dead or diseased trees and shrubs replaced, lawn areas reconstructed, and much general plantation completely renewed.

Parks and Boulevards Improved

During the years since 1934, no park or boulevard in the entire city has been omitted from the program of expanded service and improvement: In Marquette Park on the southwest side, new driveways, lighting, and other improvements have been completed; Jeffery Boulevard on the south side was widened from 67th Street to 75th Street; California Boulevard on the west side was widened and improved; Jackson Boulevard on the west side was extended through Garfield Park and a large playfield established here; the driveways through Douglas and Humboldt Parks were realigned; Riis Park on the northwest side was completely rebuilt and many improvements were

Left: A view of the 55th Street Promontory in 1936 when grading and improvement was in its early stages. Right: The beauty that ten years of improvement and park care have helped to create.

completed in Portage, Gompers, River, Loyola, and numerous other smaller parks.

Lakefront Development Greatly Advanced

Throughout the past twelve years, Chicago's famous lakefront development has been continuously bettered and extended. Rotting and decrepit bulkheads that were being washed out by lake storms so as to threaten driveways and parks along the shore have been replaced by neat and useful permanent stone-terraced promenades for many miles along the water's edge. New modern concrete and steel piers and jetties have been constructed at Loyola Park (6900 north); at North Avenue Beach (1600 north), and at intervals between North Avenue and Fullerton Avenue (2400 north); as well as 59th Street in Jackson Park. A new pier with sand fill has been constructed at 31st Street in Burnham Park and piers have been rehabilitated and reconstructed at Calumet Park (9600 south); at 63rd Street in Jackson Park; and at Montrose Avenue in Lincoln Park. In 1946, the old, worn-out timber shore protection from Ohio Street to North Avenue has been completely replaced by a continuous modern steel and con-

Left: A view of the old shore line along Lake Michigan, north of Belmont Avenue, showing the rotted timber bulkheads and unsightly stone stubble. Right: transformation that has taken place at the same location. A delightful promenade of the same character now extends for nearly ten miles along the north and south shore line.

One of the big attractions at the Lincoln park zoo is this 550 pound male gorilla. When he was captured in Africa in 1929 he weighed 30 pounds. His name is "Bushman."

crete permanent bulkhead that will have a broad stone and concrete promenade completed along its entire length in the early part of 1947.

Bathing Beaches Improved

Proceeding on the policy that Chicago's lakefront should be made fully serviceable to all the people, the Park Commissioners have continuously pushed improvements and enlargement of the twelve bathing beaches in their charge. Oak Street Beach was first improved.

PARK

Football teams by the dozens seek the gridirons of Chicago parks.

Largemouth black bass caught by anglers in one of Chicago's well-stocked park lagoons.

Chicago's facilities for sailing are unrivalled.

SPORTS

Archery, a favorite sport in Lincoln Park.

Chicago's park diamonds provide ideal softball facilities for hundreds of teams.

Miles of beautiful bridle paths in Chicago's parks are carefully maintained for equestrians.

The golf course in Jackson Park is one of the oldest and best public courses in the United States.

Then, the North Avenue Beach from 1600 to 2400 north was rebuilt to form one of the largest artificially constructed beaches in the world. A 440-foot beach pavilion was erected at North Avenue and an additional shelter near Fullerton Avenue. New beach houses have been built at Roosevelt Road and at 31st Street. Modern floodlight towers have been installed at all beaches so as to make them available for evening use by the millions who find relief from hot summer weather in the cool waters of Lake Michigan each year.

Outer Drive Improvements

Throughout Lake Shore Drive, a continuous program of widening and improving driveways, building bridges, underpasses and passerelles, and installing traffic controls has been carried on. This has eliminated traffic hazards, and provided convenient and safe conditions for motorists and pedestrians. The Outer Drive now presents a 17-mile continuous scenic driveway from Foster Avenue (5200 north) to Jackson Park (6700 south). It involved the rebuilding and widening of all drives through Grant and Burnham Parks, the building of the 47th Street improvement, and the world-famous highway through Lincoln Park.

Outer Drive Bridge Completed

The Outer Drive bridge was completed in 1937—an improvement of immeasurable benefit that had been planned for decades. The former unbearable traffic congestion on Michigan Boulevard has now been largely relieved by this improvement.

Lakefront Made Accessible

By providing thirty-one pedestrian over-or-under crossings and by installing carefully designed traffic controls, the Park District has made certain that the public shall have ready and convenient access to harbors, beaches, and promenades along the entire lakefront, even though many thousands of automobiles and motor buses traverse Lake Shore Drive on one of the most heavily used auto traffic arteries in the world.

Lake Front Parks Beautified

Practically the entire area of Burnham Park and Grant Park has been rebuilt and improved since the closing of A Century of Progress in 1934. Entirely new landscape embellishment, new lighting, drainage and water supply, widened walks and other improvements now make these lakefront parks a source of pride to our city.

Yacht Harbors Improved

Shore line bulkheads, new moorings, and boat slips and other service facilities have made Jackson Park, Burnham Park, Belmont Avenue, and Montrose Avenue yacht harbors the mecca of yachtsmen in Chicago. With the close of 1946 contracts have been let for the construction of new jetties and piers to protect the entrance to Montrose-Wilson yacht harbor and to prevent scouring in the inside of Diversey harbor. Contracts are also let for new steel slips to replace the old timber slips in Jackson Park inner harbor.

Scientific Traffic Controls

Constant and continued improvement and study on the part of Park District traffic engineers have made Chicago's boulevard system safer and more convenient for both motorist and pedestrian throughout the past ten years. *Over two hundred and fifty city street intersections and boulevards have been entirely rebuilt to prevent accidents.* Forty-seven new paved areas for free auto parking were constructed in fourteen different parks, with a total capacity of nearly 20,000 autos, to give motorists better access to local park facilities. Over 8,000,000 square yards of boulevard driveways, sidewalks and paths have been repaired, resurfaced or repaved to give smoother, safer service to the citizen afoot or in his car. Of recent years a regular program of resurfacing or seal coating boulevard driveways has been followed, and in 1946, an additional 1,000,000 square yards of pavement were thus cared for.

Business Parking Provided

Late in 1946, a plan was instituted which the commissioners have long advocated to help solve the parking problem for autos visiting the loop area. Adequate and well controlled parking facilities have been established directly east of Soldier Field, and the Chicago Motor Coach Company is operating a shuttle bus service which makes it possible and convenient for motorists to park upwards of 6,000 cars within five minutes of the central shopping and business district. With extensive improvements in the Monroe Street parking area and additional parking at Goodman Theatre providing space for nearly 4,000 more cars, the Park District is contributing materially to the solution of the down-town parking problem.

Recreational Services Extended

While the physical properties of the parks were being rehabilitated and improved, the recreation staff of the Park District developed an extensive city-wide community service, limited only by physical facilities and funds available.

Huge Wartime Program

During the war, Chicago's parks became centers of activity for Civilian Defense. Fieldhouses were used for first aid training, for physical examinations and the training of military and naval personnel, and hundreds of OCD classes and meetings.

Far-Sighted Peace Time Program

Now that peace has been restored, the Park District is quickly converting its facilities and services to accommodate the needs of returning service men and to expand its properties and facilities, so that all Chicago citizens, regardless of place of residence, may benefit equally from public park services.

The present Board of Park Commissioners recognize the place that the parks must hold in the Chicago of the future, and seem to make every provision for a comprehensive recreational and leisure time service to every community of the rapidly growing and expanding city.

Parks Not Marking Time

Chicago parks are therefore not marking time, nor resting upon past accomplishments. They are keyed to a continued service to the public, sound in character and attuned to any modern development that science or economics may bring.

OFFICIALS of the CITY of CHICAGO

Mayor: EDWARD J. KELLY
Assistant to the Mayor: William W. McKenna
Secretary to the Mayor: B. C. O'Neill

CITY CLERK

Ludwig D. Schreiber, *City Clerk*
Edward J. Padden, *Chief Clerk*
Evar B. Charn, *Asst. Chief Clerk*
Sidney D. Deutsch, *Admin. Asst.*

CITY TREASURER

Raymond Drymalski, *City Treas.*
David L. Hartigan,
Deputy City Treasurer
Alfred J. Fantozzi, *Chief Clerk*

THE CITY COUNCIL—1943-47

City Clerk: Ludwig D. Schreiber
Chief Clerk: E. J. Padden

ALDERMEN

John Budinger, 1st Ward
William H. Harvey, 2nd Ward
Oscar DePriest, 3rd Ward
Abraham H. Cohen, 4th Ward
Bertram B. Moss, 5th Ward
Francis J. Hogan, 6th Ward
Nicholas J. Bohling, 7th Ward
Roy E. Olin, 8th Ward
Reginald DuBois, 9th Ward
Emil V. Pacini, 10th Ward
Hugh B. Connelly, 11th Ward
Bryan Hartnett, 12th Ward
Michael P. Hogan, 13th Ward
Clarence P. Wagner, 14th Ward
James F. Kovarik, 15th Ward
Paul M. Sheridan, 16th Ward
William T. Murphy, 17th Ward
Bernard J. O'Hallaren, 18th Ward
John J. Duffy, 19th Ward
Anthony Pistilli, 20th Ward
Joseph F. Ropa, 21st Ward
Otto F. Janousek, 22nd Ward
Joseph Kacena, Jr., 23rd Ward
Fred Fischman, 24th Ward
James B. Bowler, 25th Ward
Mathew W. Bieszczat, 26th Ward
Harry L. Sain, 27th Ward
George D. Kells, 28th Ward
Joseph S. Gillespie, 29th Ward
Edward J. Upton, 30th Ward
Thomas E. Keane, 31st Ward
Jos. P. Rostenkowski, 32nd Ward
John B. Brandt, 33rd Ward
Matt Porten, 34th Ward
Walter J. Orlikoski, 35th Ward
Louis P. Garippo, 36th Ward
William J. Lancaster, 37th Ward
P. J. Cullerton, 38th Ward
H. L. Brody, 39th Ward
Samuel P. Gurman, 40th Ward
William J. Cowhey, 41st Ward
Dorsey R. Crowe, 42nd Ward
James B. Waller, 43rd Ward
John J. Grealis, 44th Ward
Theron W. Merryman, 45th Ward
James F. Young, 46th Ward
Frank O. Hilburn, 47th Ward
Robert C. Quirk, 48th Ward
Frank Keenan, 49th Ward
Jerome Huppert, 50th Ward

* * *

William F. Harrah,
Sergeant-at-Arms
Clement J. McDermott,
Assistant Sergeant-at-Arms
Thomas Casey,
Assistant Sergeant-at-Arms

THE MUNICIPAL COURTS

MUNICIPAL COURT JUDGES

Edward S. Scheffler,
Chief Justice
Stephen Adamowski
Harry P. Beam
N. J. Bonelli
Jacob M. Braude
Oscar S. Caplan
Irwin B. Clorfene
William V. Daly
Frank E. Donoghue
Charles S. Dougherty
Joseph J. Drucker
Leon Edelman
Gibson E. Gorman
Wendell E. Green
John J. Griffin
John Gutknecht
Leroy Hackett
Matthew D. Hartigan
Erwin J. Hasten
Samuel Heller
Joseph B. Hermes
Eugene Holland
Victor A. Kula
Edward P. Luczak
Justin F. McCarthy
John V. McCormick
Joseph H. McGarry
John R. McSweeney
Harold P. O'Connell
George L. Quilici
Michael L. Rosinia
Jay A. Schiller
Cecil Corbett Smith
Mason S. Sullivan
Michael Tremko
George B. Weiss
John T. Zuris

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MUNICIPAL COURT CLERK

Joseph L. Gill,
Clerk of the Municipal Court
Richard Frohlich,
Chief Deputy Clerk
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